

 ALL-NEW 2009 **DODGE**  
**CHALLENGER**



# GET IN. YOU WON'T WANT TO GET OUT.



With the push of a button a legend is reborn and an entire segment is reinvented.

This is the all-new Dodge Challenger. This is not some white-knuckle carnival ride, but a thoroughly modern piece of engineering that marries pure power with

measured control. Its lean, low profile is already legendary, simultaneously celebrating the past as well

as the future – a massive helping of forward thinking topped with a dollop of heritage. From its

efficient 3.5-liter SOHC V6 engine to its smart, available 5.7-liter VVT HEMI® V8 engine with Multi-

Displacement System (MDS)<sup>1</sup> to its untouchable Lifetime Powertrain Limited Warranty – the best in

the business – the all-new 2009 Dodge Challenger is unlike any other.



Challenger SRT8®



Challenger SE



Challenger R/T

<sup>1</sup>MDS only available with automatic transmission. <sup>2</sup>See dealer for copy of limited warranty and details. Non-Transferable. Not available on SRT, diesel vehicles, Sprinter, Ram Chassis Cab, and certain Fleet vehicles.



## THIS IS WHY WE WAITED SO LONG.

Challenger R/T is decked in I-dare-you-to, from its front and rear spoilers to its striking egg-crate grille and satin chrome fuel filler door. Its 5.7-liter VVT HEMI® V8 with Multi-Displacement System (MDS)<sup>1</sup> gives it stunning credentials in both the power and efficiency categories. The available 6-speed manual transmission delivers precision within the tightest tolerances. The standard 5-speed AutoStick® transmission provides the option for smooth, fully automatic or spirited clutchless manual shifting. The rear decklid spoiler provides downforce upon an engineered driveline that combines an available limited-slip differential, standard Electronic Stability Program (ESP)<sup>2</sup> with antilock 4-wheel disc brakes (ABS), all-speed traction control, and the geometrical benefits of a sport-tuned steering and suspension system. Even the key embraces technology and features an available remote start<sup>1</sup> function. While loaded with advancements like the available High-Intensity Discharge (HID) polycarbonate headlamps, the distinctive note out of its rectangular dual exhaust pipes is pure throwback Hemi.

<sup>1</sup>MDS and remote start only available with automatic transmission. <sup>2</sup>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 ESP 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.



# HEMISTRY



Some might say that engines like the 5.7-liter VVT HEMI® V8 and 6.1-liter HEMI SRT® V8 – power plants that put out more horsepower and torque than any Dodge passenger car since the fabled 426 Hemi engines of the 1960s and 1970s – have already set their legend in stone. Chrysler engineers would disagree. They took the brilliantly

powerful and masterfully efficient 5.7-liter with Multi-Displacement System (MDS)<sup>1</sup> and outfitted it with Variable Valve Timing (VVT) while cranking the compression up to 10.5:1. It began as code name Eagle. It ended up with a new and improved dual-ignition HEMI engine that delivers 370 horsepower and 398 lb-ft of torque with the 5-speed automatic AutoStick®, while the available 6-speed manual transmission increases output to 375 horsepower and a whopping 404 lb-ft of torque – 30-35 more horsepower. Paired with AutoStick®, the HEMI MDS system uses sophisticated algorithms to seamlessly transition from eight cylinders to four when full power is not required, providing four percent better fuel mileage. The 6.1-liter SRT HEMI V8® sends a corralled stampede of 425 horses straight to the rear wheels. Its throwback Hemi Orange engine block is a nod to where HEMI has been; the updated titanium components within signal where HEMI is going.



**6.1-LITER SRT HEMI V8:** Its 69.8 horsepower-per-liter rating exceeds that of any vehicle ever offered by Chrysler. It puts out 425 horsepower and 420 lb-ft of torque thanks to bored-out cylinders, high-flow heads, SRT specific intake and exhaust manifolds and beefed-up valves that respond to a performance-minded camshaft. It's only fitting that the reinforced block under the hood of Challenger SRT8® is clad in Hemi Orange from the original paint code.



**5.7-LITER VVT HEMI V8 WITH MDS (AUTO TRANSMISSION):** Its aluminum cylinder heads are milled with hemispherical combustion chambers that benefit airflow and, subsequently, horsepower and torque. The new and improved 5.7-liter VVT HEMI features Variable Valve Timing (VVT) for improved torque over an extended rpm powerband. When equipped with MDS, the computer-controlled variables all add up to improved mileage.

## HEMI



<sup>1</sup>MDS standard with automatic transmission.



## REAR-WHEEL DRIVE. FORWARD THINKING.

Horsepower without control is nothing but a wick in a keg of gunpowder. Challenger's driveline is a veritable cruise missile of advanced control. Challenger's independent 5-link rear suspension is tuned to provide improved ride comfort and superior handling on rough roads, thanks to lower unsprung mass which helps maintain better tire contact with the ground and reduces rear road noise. It is further tuned for the SRT8<sup>®</sup> and features a performance-tuned suspension with Bilstein<sup>®</sup> monotube tuned dampers. From its specially tailored spring rates and suspension bushings to its beefy sway bars, Challenger SRT8 knows how to put the muscle to the pavement. Anti-spin rear differential? Standard. Electronic Stability Program (ESP)<sup>††</sup> Standard, complete with full-off mode. Brake knock-back mitigation utilizes a lateral g-force sensor to prime the antilock braking system (ABS) pump and reset the pads for less brake travel when cornering. Alongside this system, SRT8's massive 4-piston Brembo<sup>®</sup> Performance calipers and brakes with vented rotors provide nothing less than world-class stopping power. The SRT Reconfigurable Display provides performance data on 0-60 times, ¼-mile times, ½-mile times and friction circle.

<sup>††</sup>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 ESP 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.





## BEHOLD THE BUCKETS.

It returns to the scene as the only vehicle in its class<sup>11</sup> to offer five-passenger seating. Within these well-bolstered confines lies 40 years of interior tech: lit by available LED cup holders and bathed by courtesy lights. The interior features leather-trimmed bucket seats (available on R/T and SE, standard on SRT8<sup>®</sup>), available heated seats and an eight-way power driver's seat with power recline. The rear seating delivers serious space and provides belted seating for three passengers with a standard fold-down armrest and cup holders. Challenger's EZ-access seat system allows for one-handed entry without the inconvenience of contortion. The 60/40 split-folding feature reveals an equally accommodating trunk for flexibility that's anything but throwback. The spirit of reinvention continues with an available sunroof, an available pistol grip shifter and a steering wheel featuring available integrated audio controls, while Challenger's "Four Bomb" gauges and available race-inspired pedals nod to the original. The SRT<sup>®</sup> only 180-mph speedo is for closed courses when you unleash the muscle.

<sup>11</sup>Based on Ward's Middle Specialty segment.





## TUNE IN. TURN ON. TECH OUT.

The ribbed seatbacks. The available pistol grip shifter. You practically expect to see sideburns in the rearview mirror. Instead, the biggest advance in car audio since the CD player promises to turn the interior of Challenger into an integrated digital playground. The available uconnect<sup>TM</sup> gps<sup>1</sup> has a 30 GB hard drive that lets you store photos, playlists, maps, and points of interest, as well as rip, stash, organize and shuffle up to 4,100 music files from CDs or via the USB port and exterior input jack (complete with Gracenote<sup>®</sup> for easy song titling). uconnect gps operates by touch screen and accepts commands through its integrated microphone for the uconnect phone, allowing for voice tag dialing and verbal access to the onboard phonebook, as well as playlists and a voice recorder. Behind this 6.5-inch integrated touch screen lies a CD/DVD/MP3 player that also reads DVD video, all while providing GPS Navigation and real-time traffic via a SIRIUS<sup>®</sup> Satellite Radio tuner.

<sup>1</sup>In-dash DVD capability is not available in all states. See your dealer for details.





## FROM A FAMILY OF KINGS.

Challenger SE's standard 3.5-liter SOHC V6 has enough power to pin you to its low-back cloth bucket seats. It features an aluminum block with cast-iron liners and four-valve per cylinder aluminum heads. Its sophisticated electronic throttle control system tailors throttle response to pedal movement based on operating conditions for that rarest combination of efficiency (24 mpg highway<sup>1</sup>) and muscle (250 hp @ 6400 rpm). Even the ignition system is trick, with platinum-tipped spark plugs that extend scheduled tune-up intervals to 100,000 miles and a coil-on-plug design that helps reduce emissions and increases fuel economy. The four-speed transmission delivers enough spirit to match the SE's sophisticated swagger. Challenger's broad shoulders are framed with a standard chin spoiler, unmistakable performance hood and post-mounted side mirrors. The SE cockpit features standard front bucket seats and a four-bomb instrument cluster with black surrounds and black headliners. Its three-across rear seats put it in rare company – a coupe with five seat belts. Roll with 17-inch machined-face aluminum or available 18-inch aluminum wheels, with other options, including leather trim or sunroof, to give SE everything it takes to stand out in any crowd of Challengers.

<sup>1</sup> Manufacturer's est. mpg.



# SAFETY REINVENTED.



You can't have swagger without confidence, and you can't have confidence without true structural integrity. The all-new Challenger is reinforced and reinvented with stand-apart safety and security

features. Within it you are cradled in a safety cage and surrounded by an advanced multistage air bag system,<sup>(1)</sup> fully engineered crumple zones, and high-strength side-guard door beams. Active systems like available Electronic Stability Program (ESP),<sup>(2)</sup> all-speed traction control, antilock braking system (ABS) with Brake Assist, and Tire Pressure Monitoring System form a brilliant behind-the-scenes electronically integrated security network.

**MULTISTAGE DRIVER FRONT PASSENGER AIR BAG<sup>(1)</sup>:** Every Challenger provides standard next-generation multistage driver and front passenger air bags that use special inflators to deploy with either low, medium or high force, depending upon the demands of the incident.

**STANDARD SIDE-CURTAIN AIR BAG<sup>(1)</sup>:** The standard side-curtain air bags offer additional side-impact protection for outboard front and rear seat passengers. The deployed curtain covers both windows on the side of the impact.

**SIDE GUARD DOOR BEAMS:** In the event of an accident, Challenger's structural integrity safeguards its occupants. In addition to extended sill reinforcements, its doors employ a one-piece bake-hardened steel panel with a hot-stamped boron steel side door guard beam for improved side impact protection.

**ENERGY-ABSORBING STEERING COLUMN:** The steering column on every Challenger is designed to deform and deflect away from the driver's seat in order to protect the driver in the event of a frontal impact.

<sup>(1)</sup>Always sit properly in the seat with the seat belt fastened. Children 12 and under should always be in a backseat correctly using an infant seat or child restraint system or the seat belt positioned correctly for the child's age and weight. <sup>(2)</sup>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 ESP warning lamp flashes, the driver needs to use less throttle and adopt speed and driving behavior to prevailing road conditions. Always drive carefully, consistent with conditions. Always wear your seat belt.



# YOUR OLD SCHOOL COLORS.

Those looking to offer a tribute to the 1970s' original need look no further than a Challenger R/T Classic<sup>111</sup> or SRT8<sup>®</sup> Spring Special<sup>111</sup> clad exclusively in B5 Blue from the Chrysler paint code archives. The R/T Classic's scripted fender badge is a nod to the sire that started it all. It features a vented performance hood that increases airflow while cooling the 5.7-liter VVT HEMI<sup>®</sup> V8. The polished chrome 20-inch Heritage wheels may be right-now in size, but they're pure throwback in style, along with the wide-side stripe. Clad an SRT8 in B5 Blue and it will be decked with a performance hood that gives its 6.1-liter HEMI SRT<sup>®</sup> V8 engine some breathing room. Like eye black on a lineman's cheekbones or paint on a Tomcat's nosecone, the SRT8 hood is knocked down in a matte black hood stripe and is ready for battle. Its interior, however, turns it right back up with blue accents on its performance-bolstered seatbacks.



Challenger SRT8<sup>®</sup> shown in Hemi Orange

Challenger R/T Classic shown in B5 Blue

<sup>111</sup>Late availability.



## ATTACK OF THE TRACK PAK.

It lights them up and lays it down, thanks to a Tremec 6-speed manual transmission that's controlled via a pistol grip shifter, a 375-horsepower 5.7-liter VVT HEMI® V8 that takes its orders from a bright gas pedal and little switch that lets you tell the Electronic Stability Program (ESP)<sup>††</sup> to take a break for a few minutes. This is the Challenger Track Pak. It features Hill Start Assist to aid the driver when starting from a stop on inclines by holding the brake for approximately one second for an effortless start up any hill. The axle ratio on the 18-inch wheels is 3.73; opt for the 20-inch chrome-clad wheels and you also benefit from an antilock four-wheel disc performance braking system (ABS) and a 3.91 axle ratio. The performance steering system is tuned to take the turmoil with a variable displacement pump that counters any fluid slosh during cornering. The performance mind-set continues with a rear axle that features an antispin rear differential. It's fitting that Challenger offers an available retro R/T wide-side stripe or contemporary hood to fender stripe, because there's no doubt that this reinvented legend has already earned its stripes.

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Challenger SE shown in Deep Water Blue Metallic



Challenger R/T shown in Stone White



Challenger SRT8 shown in TorRed

## COLOR ME GONE IN ANY TRIM LEVEL.

Rarely does a vehicle hit the scene without sacrifice, without being watered down by the constraints of timing or public opinion. Rarely does a vehicle like Challenger come along, where it makes a maverick declaration straight from concept to production without a single stutter. It's not often that a car's swagger runs from its base model to its alpha male, but whether in SE, R/T or SRT8® trim, the attitude of the all-new Challenger is heard loud and clear. There's no question about the statement, only the color you want to make it in.

\*Limited availability.



## CHALLENGER WHEELS



20-inch SRT® Forged Aluminum.  
Standard on SRT8®.



20-inch Chrome-Clad Cast Aluminum.  
Optional on R/T.



20-inch Polished Heritage.  
Standard on R/T Classic.



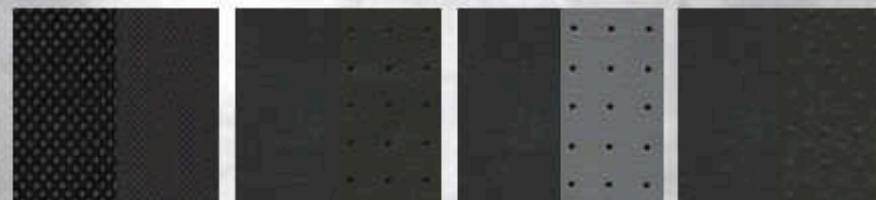
18-inch Cast Aluminum.  
Standard on R/T. Optional on SE.



17-inch Machined-Face Aluminum.  
Standard on SE.

## CHALLENGER INTERIORS

From the sleek optional leather-trimmed interior to the embroidered leather trim of the SRT8 to the stylish simplicity of the cloth interior, Challenger interior materials are as reinvented as the vehicle that employs them. 1. Momentum Cloth/Wallace II Cloth – Dark Slate Gray (standard on Challenger SE, R/T) 2. Royale Leather with Axis Perforated Inserts – Dark Slate Gray (optional on Challenger SE, R/T) 3. Royale Leather with Medium Slate Gray Axis Perforated Inserts – Dark Slate Gray (optional on Challenger SE, R/T) 4. Royale Leather with Radar Perforated Suede microfiber inserts – Dark Slate Gray (standard on Challenger SRT8.)





1970 DODGE CHALLENGER



1971 DODGE CHALLENGER



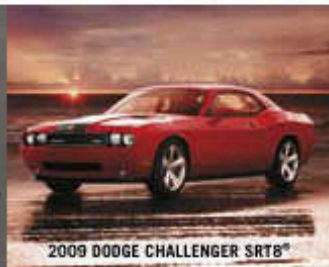
1972 DODGE CHALLENGER



2009 DODGE CHALLENGER R/T



2009 DODGE CHALLENGER SE



2009 DODGE CHALLENGER SRT8®

## CHALLENGER BUYER'S GUIDE

	SE	R/T	SRT8
<b>ENGINE AND TRANSMISSION</b>			
3.5L SOHC HIGH OUTPUT 24V V6/4-SPEED AUTOMATIC TRANSMISSION	26E 26G		
5.7L HEMI V8/5-SPEED MANUAL	27F	27J 27M	
5.7L HEMI V8 MULTI-DISPLACEMENT V8/5-SPEED AUTOSTICK®	28F 28J 28M		
6.1L SRT® HEMI V8/6-SPEED MANUAL			21X
6.1L SRT HEMI V8/5-SPEED AUTOSTICK			22Y
<b>MECHANICAL</b>			
BATTERY-SAVER FEATURE — Enhance, programmable to turn headlamps and other switched and non-switched interior lamps off after ignition is turned off	*	*	*
<b>BRAKES</b> — 4-wheel disc brakes	*	*	*
— Antilock 4-wheel disc brakes and all-speed traction control	*	*	*
— Antilock 4-wheel disc performance brakes and all-speed traction control	*	*	*
— High-performance 4-wheel disc antilock brakes with vented 14-inch front and 13.8-inch rear discs, includes Brembo® Performance 4-piston calipers and all-speed traction control	*	*	*
<b>ENGINE BLOCK HEATER</b>	Q	Q	Q
<b>ENGINE COOLING</b> — Heavy Duty	*	*	*
— Severe Duty II	*	*	*
<b>FUEL TANK</b> — 18.5 gallon with tethered cap	*	*	*
— 19 gallon with tethered cap	*	*	*
<b>REMOTE START SYSTEM</b> — Automatic transmission only (included with Electronic Convenience Group)		P	*
<b>SPEED CONTROL</b> — Electronic with steering column-mounted controls	*	*	*
<b>STEERING</b> — Power rack-and-pinion	*	*	*
— Performance	*	*	*
— Performance tuned	*	*	*
<b>SUSPENSION</b> — Touring	*	*	*
— Performance	*	*	*
— High-performance	*	*	*
<b>STABILIZER BAR</b> — Rear	*	*	*
<b>TIP START</b> — Prevents ignition from over cranking (N/A with manual transmission)	*	*	*
<b>AXLE</b> — Antilock differential (with manual transmission on R/T)	*	*	*
<b>EXTERIOR</b>			
<b>BADGING/STRIPES</b> — Challenger	*	*	*
— Challenger Script Badge (Class on R/T)	*	*	*
— R/T	*	*	*
— SRT8	*	*	*
— HEMI badge	*	*	*
— Hood stripe (included with Spring Special Package)			*P
— R/T wide-side stripe (included with R/T Class on)			P
— R/T hood to fender stripes	Q	Q	
— 6.1L HEMI badge	*	*	*
<b>EXHAUST SYSTEM</b> — Stainless steel exhaust with single tip	*	*	*
— Stainless steel performance exhaust with dual bright exhaust tips	*	*	*
— Stainless steel high-performance exhaust with dual bright exhaust tips	*	*	*
<b>FUEL FILLER DOOR</b> — Painted	*	*	*
— Bright, polished aluminum	*	*	*
<b>GRILLE</b> — Satin chrome surround with black field	*	*	*
<b>GLASS</b> — Solar Control, all windows	*	*	*

	SE	R/T	SRT8
<b>EXTERIOR (CONTINUED)</b>			
<b>HEADLAMPS</b> — Halogen with delay	*	*	*
— Xenon High-Intensity Discharge headlamps		Q	Q
— Automatic	*	*	*
— Fog lamps	*	*	*
<b>MIRRORS</b> — Power body-color, folding	*	*	*
— Power body-color, folding, heated	*	*	*
<b>REAR SPOILER</b> — Body-color	*	*	*
— Black	*	*	*
<b>SUNROOF</b> — Power with one-touch open/close and vent feature	Q	Q	Q
<b>TIRES</b> — P215/65R17 BSW all-season touring	*	*	*
— P225/60R18 BSW Touring	*	*	*
— P235/55R18 BSW AS performance	*	*	*
— P245/45ZR20, P255/45ZR20 performance		Q	Q
— P245/45ZR20 BSW all-season performance	*	*	*
— P245/45ZR20 all-season performance	*	*	*
<b>TIREFIT System</b> : tire sealant and electric compressor	*	*	*
— Compact spare tire	Q	Q	Q
<b>WHEELS</b> — 17" machined aluminum wheel	*	*	*
— 18" aluminum	*	*	*
— 20" aluminum chrome-clad	Q	Q	
— 20" aluminum polished chrome heritage (included with R/T Classic)			P
— 20" SRT forged, polished aluminum	*	*	*
<b>WINDOWS</b> — Power front one-touch auto down	*	*	*
<b>WINDSHIELD WIPERS</b> — 2-speed with variable intermittent mode	*	*	*
<b>INTERIOR</b>			
<b>AIR CONDITIONING</b> — Manual Temperature Control	*	*	*
<b>CARGO COMPARTMENT DRESS-UP</b> — Trunk	*	*	*
<b>CONSOLE</b> — Floor, with fore-and-aft slide, cell phone storage and rear climate control outlets and 12V power accessory delay	*	*	*
<b>DEFROSTER</b> — rear window	*	*	*
<b>DOOR LOCKS</b> — power, speed-sensitive locking, child-protection rear	*	*	*
<b>ELECTRONIC VEHICLE INFORMATION CENTER (EVIC)</b> — Reconfigurable driver-interactive information display with up to 128 functions and steering wheel-mounted controls (included with Electronic Convenience Group)		P	P
<b>FLOOR MATS</b> — Front and rear	*	*	*
— Luxury, front and rear	*	*	*
<b>HOMELINK® UNIVERSAL TRANSMITTER</b> — Programmable, 3-function with remote controls for garage door opener, interior/exterior home lighting or security devices (included with Electronic Convenience Group)		P	P
<b>KEYLESS GO™</b> — Push-button starter	*	*	*
<b>LIGHTING</b> — Front map lamps for reading and rear courtesy lamps	*	*	*
— Rear seatback-mounted courtesy lamps	*	*	*
— Trunk lamp	*	*	*
— Illuminated cup holders and door pulls (included in Electronic Convenience Group)		P	P
<b>MIRRORS</b> — Rearview, day/night	*	*	*
— Rearview, auto-dimming (included with connect phone and security alarm)	P	P	*

	SE	R/T	SRT8
<b>INTERIOR (CONTINUED)</b>			
<b>SUN VISOR</b> — Driver and passenger visor with mirror	*	*	*
— Dual visor vanity, illuminated	*	*	*
<b>POWER ACCESSORY</b> — 12V auxiliary power outlet (located in center console)	*	*	*
<b>REMOTE KEYLESS UNLIMITED ENTRY SYSTEM</b> — Includes two transmitters	*	*	*
<b>SHIFT KNOB</b> — Urethane	*	*	*
— Leather-wrapped	*	*	*
<b>SPEEDOMETER</b> — 140 mph with electroluminescent display, with tachometer	*	*	*
— 160 mph with electroluminescent display, with tachometer	*	*	*
— 180 mph with electroluminescent display, with tachometer	*	*	*
<b>STEERING COLUMN</b> — Tilt/telescoping, manual	*	*	*
<b>STEERING WHEEL</b> — Urethane	*	*	*
— Leather-wrapped	*	*	*
— Steering wheel-mounted audio and EVIC controls (if equipped (included in Electronic Convenience Group))		P	P
<b>TEMPERATURE DISPLAY</b> — Outside, located in instrument cluster (included in Electronic Convenience Group)		P	P
<b>SEATING</b>			
<b>FABRIC</b> — Cloth	*	*	*
— Leather-trimmed (included with Leather Interior Group)	Q	Q	*
— Premium Leather-trimmed			*
— Light Stone Gray inserts, must have Dark Stone leather	Q	Q	Q
<b>FRONT</b> — Front seat-back buckles	*	*	*
— 8-way power driver's seat with power tilt/recline	Q	*	*
— Heated front seats (included with Leather Interior Group)		P	*
— Manual driver/passenger adjustable lumbar	*	*	*
<b>REAR</b> — 60/40 split-folding rear bench with arm rest and 2 cup holders	*	*	*
<b>ENTERTAINMENT</b>			
<b>RADIOS</b> — AM/FM radio with CD and MP3 capability	*	*	*
— AM/FM radio with integrated 6-disc CD changer with MP3 capability (included with Sound Group, Sound Group II, and SRT® Option Group III)	Q/P	P	P
— Connect™ app — Includes AM/FM/CD/DVD/HDMI/MP3 Radio with Navigation and touch screen/voice recognition operation and real time traffic (must have Electronics Convenience Group on R/T)	Q	Q	Q
— Universal Consumer Interface (UCI) (included in Electronic Convenience Group)		P	P
<b>SIRIUS® SATELLITE RADIO</b> (included in Sound Group)	Q/P	Q	*
<b>SOUND SYSTEMS</b> — 4 Speakers	*	*	*
— 6 Boston Acoustics® speakers with 276-watt digital amplifier (included with Sound Group)	Q/P	P	*
— 7 Boston Acoustics speakers with 368-watt digital amplifier (included with Sound Group III)		Q/P	Q/P
— 13 SRT High-Performance KICKER® speakers (8 in-cousters) with a 322-watt digital amplifier and 200-watt subwoofer amplifier (included with SRT Group III)			P

	SE	R/T	SRT8
<b>SAFETY AND SECURITY</b>			
<b>AIR BAGS</b> † — Advanced multistage for driver and front-passenger	*	*	*
— Supplemental side-curtain for front and rear outboard occupants	*	*	*
<b>CHILD SEAT ANCHOR SYSTEM (LATCH)</b> — Mounts for two child seats in the rear (help ease the installation of compatible aftermarket child seats)	*	*	*
<b>ELECTRONIC STABILITY PROGRAM</b> † — Includes Brake Assist	*	*	*
<b>SEAT BELTS</b> — Height-adjustable 3-point driver and front-passenger with traveling buckles and seat belt pretensioners; 3-point lap/shoulder belts at all rear-seat positions	*	*	*
<b>SECURITY ALARM</b> (included in Electronic Convenience Group)		P	P
<b>SENTRY KEY®</b> — Anti-theft engine immobilizer	*	*	*
<b>TIRE PRESSURE MONITORING WARNING LAMP</b>	*	*	*
<b>TIRE PRESSURE MONITORING DISPLAY</b> (included in Electronic Convenience Group)		P	*
— Includes auto-dimming interior rearview mirror (included with Electronic Convenience Group)		Q/P	Q
<b>PACKAGES</b>			
<b>SPRING SPECIAL</b> — Must have B5 Blue exterior, includes hood stripe (late availability)			Q
<b>SOUND GROUP</b> — Includes AM/FM 6-Disc CD/DVD player and MP3 capability, 6 Boston Acoustics speakers, 276-watt amplifier and (SIRIUS® Satellite Radio on 26G CPDS)	Q	Q	
<b>ELECTRONIC CONVENIENCE GROUP</b> — Includes illuminated cup holders, auto-dimming rearview mirror with microphone, instrument cluster with display, temperature and compass with mini-trip computer, illuminated door pulls, security alarm, connect phone, steering wheel-mounted audio controls, Universal Customer Interface (UCI) and remote start		Q	Q
<b>LEATHER INTERIOR GROUP</b> — Includes leather-trimmed bucket seats and heated front seats	Q	Q	Q
<b>SDOUND GROUP II</b> — Includes AM/FM 6-disc CD/DVD player and MP3 capability, 7 Boston Acoustics speakers and 368-watt amplifier	Q	Q	
<b>SRT OPTION GROUP II</b> — Includes AM/FM 6-disc DVD player and MP3 capability, 13 KICKER® SRT high-performance audio speakers, 322-watt KICKER SRT amplifier and 200-watt KICKER SRT subwoofer			Q
<b>R/T CLASSIC GROUP</b> — Includes traditional hood scoop, Challenger script badge, wide-side stripe, and 20" polished heritage wheels (late availability)			Q
<b>TRACK PACK</b> — Includes 5-speed manual transmission, six-point grip shifter, Hill Start Assist, anti-slip differential (3.73 w/18", 3.92 w/20" wheels), bright pedals, and ESP shut-off switch (Packaged with manual transmission)		Q	Q

† = Included. P = Available within package noted. Q = Optional.

\*Always sit properly in the seat with the seat belt fastened. Children 12 and under should always be in a child seat, correctly using an infant or child restraint system, or the seat belt provided correctly for the child's age and weight.

†As options, no matter how equipped, cannot exceed the laws of physics or exceed safety limits. Performance is limited by available traction, which varies on and off the condition of the road. When the ESP warning lamp flashes, the driver needs to ease (or hold) the accelerator pedal as it may behave in a manner that is not consistent with the driver's expectations. Always wear your seat belt.



## DECKING THE DECKED

Even if every Challenger was built exactly the same, they would still be totally unique to the scene. You can customize your Challenger to turn heads as you turn corners with Authentic Dodge Accessories by Mopar. The unique T/A Hood has an integrated scoop that pays respect to its ancestor, amplifying Challenger's athletic stance. A pedestal-style Rear Go-Wing Spoiler evokes Challengers of the past. The Challenger Body Decal Kit and the chrome T-Handle Shifter<sup>1</sup> provide a heritage-inspired design and are constructed of production-quality material. And premium Katzkin® Leather Seats serve up a street-smart interior worthy of such a custom ride, while Door Sill Guards stylishly protect the front door sills from scratches.

<sup>1</sup>Automatic transmission only.

AUTHENTIC DODGE ACCESSORIES 



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Enhance your Dodge Challenger with Authentic Dodge Accessories by Mopar. They're designed specifically for your vehicle, for exceptional fit, finish and performance. Visit your dealership or [mopar.com](http://mopar.com).

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 BOSTON

All Boston Acoustics sound systems offer The Boston Sound, renowned for smooth tonal balance, natural frequency response, and distortion-free presentation, even at high volume.

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