

Viper



Dodge  Different.



Aluminum was judged perfect for this V10. In fact, everything about this engine is a perfect 10.



If Viper fails to live up to its potential, it's only the potential for disorderly conduct. Viper's standard 8.0-liter V10 displaces overwhelmingly more volume than any other major automaker's sports car. The output of 450 horsepower at 5,200 rpm certainly seems capable of creating mayhem. Then there's the goodly yield of torque, which Automobile Magazine once described by saying, "... when 300 pound-feet of torque is belting you in the back at about 1,200 rpm, on its way to an

eventual 480 pound-feet at 3,600 rpm, you're thinking nothing but goodness. Goodness gracious." But there's something else going on with the aluminum engine block and cylinder heads, cast-iron cylinder liners, forged-steel connecting rods, and six-main-bearing crankshaft. Under the magnesium rocker covers, a metamorphosis is occurring. The fury is being transmuted into agreeable power delivery and a sweet howl. Taking to the street in your own Viper RT/10 Roadster or Viper GTS Coupe, you systematically work the fully synchronized six-speed manual transmission and hydraulic, single-dry-disc, 12.2-inch-diameter clutch. And you know you've harnessed, perfectly, the power of the universe itself.





We believe a sports car should be driven not by a joystick or video display, but by the seat of the pants.



Viper's interior is a reminder you're getting a real sports car in the best American tradition. Instrumentation is kept to essential items, like the 200-

mph speedometer and 7,000-rpm tachometer, which feature crisp black graphics on bold white backgrounds.

Facing this instrument panel, even tall drivers can sprawl out in Viper's roomy accommodations and manually adjustable sport seats. The ideal driving position is achieved with the help of the tilt steering column, which supports the well-padded, leather-

trimmed, three-spoke steering wheel. To achieve the finishing touch, a knob located on the lower instrument panel lets you adjust the reach of the accelerator, brake, and clutch pedals. Also found on the instrument panel are the on/off switch for the front-passenger Next Generation air bag and controls for the standard air conditioning and premium Alpine®*

200-watt AM/FM stereo radio with CD player. The optional interior package places Cognac-colored Connolly leather trim on the seats, gearshift knob, and steering wheel rim, along with plated satin-finish accents throughout the cockpit. The optional Connolly leather interior is available in the Viper Black GTS Coupe with painted silver stripes, and every solid-colored Viper RT/10 Roadster and Viper GTS Coupe.

*Certified to the Federal Regulations that allow less forceful air bags. Always use seat belts. Rearward-facing child seats can be used in the passenger seat only with the passenger air bag turned off.





Its space-frame construction keeps you well-grounded in the art of cutting corners.



When Car and Driver first road-tested Viper RT/10 Roadster, the magazine reported, "It is nicely balanced, with a little polite understeer most of the time, and the Michelin [tires'] breakaway is not particularly sudden." Such comments have kept coming*

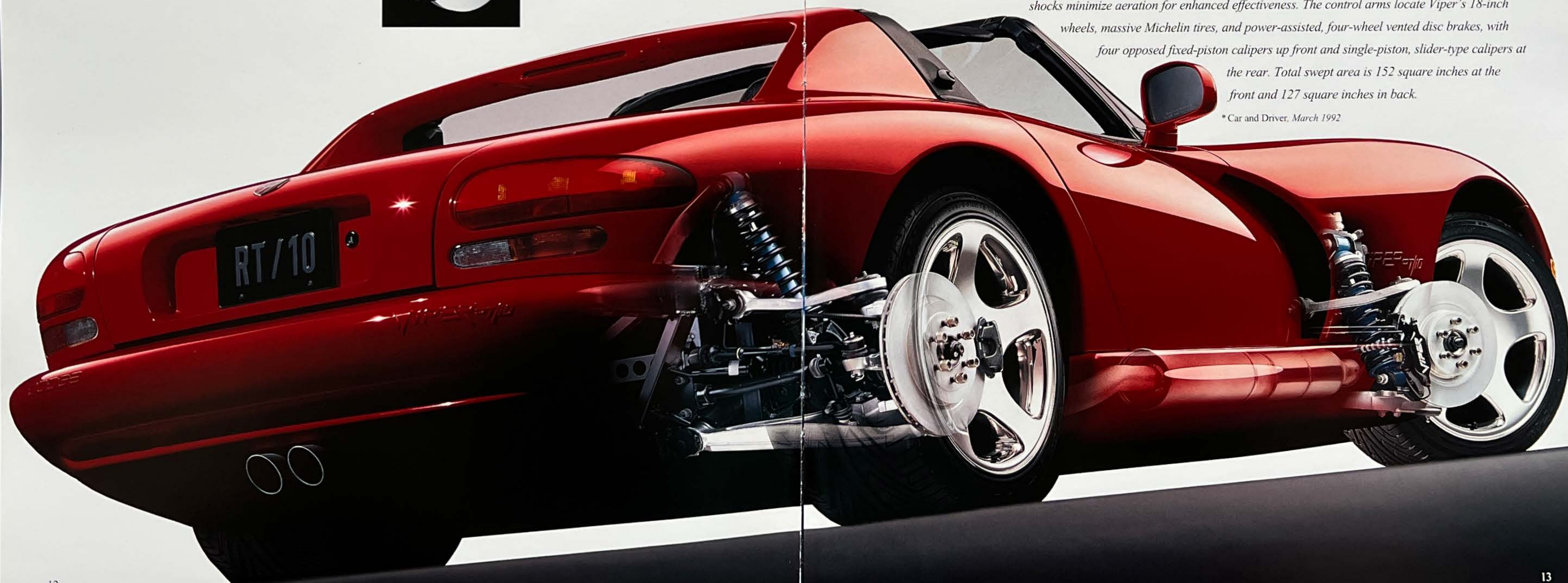
in — even in regard to the race-ready Viper GTS-R. As the first step in achieving this consistency and compliance, a strong, stable chassis of tube steel was created: the center spine is made of a milled steel top and an aluminum alloy bottom plate. Four-wheel independent



suspension relies on unequal-length upper and lower control arms made of cast aluminum.

Added to the rear suspension is a separate toe link. Robust, tubular stabilizer bars are measured at 27 millimeters in front and 22 millimeters in the rear. Also at each corner are coil-over-shock springs, which are made of micrograin alloy steel. High-performance gas-charged shocks minimize aeration for enhanced effectiveness. The control arms locate Viper's 18-inch wheels, massive Michelin tires, and power-assisted, four-wheel vented disc brakes, with four opposed fixed-piston calipers up front and single-piston, slider-type calipers at the rear. Total swept area is 152 square inches at the front and 127 square inches in back.

** Car and Driver, March 1992*





At Le Mans, the champagne was on us. Again.



In 1999, for the second year in a row, a Viper GTS-R entry from Dodge's racing partner, Viper Team ORECA claimed top spot in the GTS class at the 24 Hours of Le Mans. Actually, it was a case of Viper really cutting loose and establishing class supremacy. No surprise to anyone who has watched Viper GTS-R dominate the Federation Internationale de l'Automobile category for production-based cars in European road racing. Since introduction for the 1997 season, this brawnier version of the Viper GTS Coupe has done nothing but impress — and win. Yes, the GTS-R has unique features, such as a carbon-fiber body, a stress-relieved steel space frame welded onto the stock chassis, engine output as high as 700 horsepower, and a host of special components utilizing

chrome-moly steel, titanium, or special alloys. To the competition, it presents a rugged mountain to climb. From inside the cockpit, however, it's quite another experience. A journalist observed, "The GTS-R comes across all friendly. Fast, yes, and then some. Ferocious? Not really."*

In 1999, two factory-prepared Viper GTS-R Coupes took up the chase in the newly formed American Le Mans Series, competing against other production-based sports-racing cars in the series' GTS class — with immediate results. By September '99, Team ORECA, Dodge's racing partner, had scored its fourth domestic Le Mans win of the season as three Vipers decimated the GTS competition at the Petit Le Mans at Atlanta, finishing 1-2-3! And now with the TV exposure these events receive, Viper's V10 engine is increasingly mesmerizing American audiences. While Team ORECA builds and sells Viper GTS-R to private racing teams, avid club racers are also kept in mind. Evidence is found in Viper ACR, which Dodge introduced in 1999. Fast, flexible, forgiving — these characteristics of Viper GTS-R are translated to the choice of individuals for street or competition. Viper ACR trims a few items from the street-going Viper GTS Coupe, and it benefits from refinements that yield 460 horsepower and 500 pound-feet of torque. Springs and shocks are inspired by the GTS-R. Besides special exterior badging, Viper ACR is distinguished by one-piece BBS forged-aluminum 18-inch wheels. Inside the cockpit, you'll find five-point safety harnesses for the sport seats and a unique Viper ACR identification plaque.

*Automobile Magazine, May 1997





You can thank some vivid imagination, the freedom to experiment, and dedication to an ideal.



How ironic that in Detroit, known for mass production, the surest sign of recent advancement is what goes on in the Conner Avenue Assembly Plant. Here, some 200 specially qualified craftspeople pour their pride into the handful of Vipers that are assembled each day. When Dodge innovated this rarefied method of manufacture, observers hailed the development as an unmistakable step forward. It had become a matter of vital importance that this major volume manufacturer define itself anew. Viper embodied that redefinition. Taking the necessary steps to transform it from auto show concept car to production reality meant finding the right people instead of the right robots.

It meant slowing everybody down to an unaccustomed, deliberate pace, and matching stage by exacting stage the methods known to makers of exotic automobiles. Such a process makes many things possible. Continuous refinement of assembly procedures, for one thing. And static testing of each model, for another. Meanwhile, as the craftspeople lavish their care upon each new Viper, a group of 100 engineers, technicians, and program managers of Team Viper (who are also hardcore enthusiasts) relentlessly pursue continual development. You might say that when it comes to Viper, we recognize that the principal element of no-holds-barred performance is to be attained by going at a gentle gait.



Numbers like these feed the brain and the heart.



Body and Frame Construction

Body: Resin transfer-molded (RTM) composite material with a sheet-molded compound (SMC) hood, features a full-access, forward-opening hood/fender assembly

Frame: Tubular space frame with center spine structure

Cooling system: 12.8 qt
Transmission: 4.1 qt
Differential: 46 oz
Windshield washer: 1.6 liters

Electronic System

Battery: Maintenance-free, 650 cold-cranking amps
Alternator: 125 amps
Ignition system: Electronic, distributorless

Engine

Number of cylinders: 10

Displacement: 8.0 liters (488 cu in)

Bore and stroke: 4.00 x 3.88 inches

Horsepower: 450 @ 5,200 rpm

Torque: 490 lb-ft @ 3,700 rpm

Redline: 6,000 rpm (6,200 rpm fuel shut-off)

Compression ratio: 9.6:1

Design: 90-degree V10, cast aluminum block with cast-iron cylinder liners, aluminum heads and oil pan, forged aluminum pistons with forged steel connecting rods

Firing order: 1, 10-9, 4-3, 6-5, 8-7, 2 (unequal firing 90-degree and 54-degree intervals)

Crankshaft: Forged steel, six main bearings

Valvetrain: Overhead with pushrod-actuated rocker arms and hydraulic roller lifters, dual valve springs, two valves per cylinder

Intake manifold: Aluminum, ramtuned with dual plenums

Exhaust manifolds: Tubular design, stainless steel

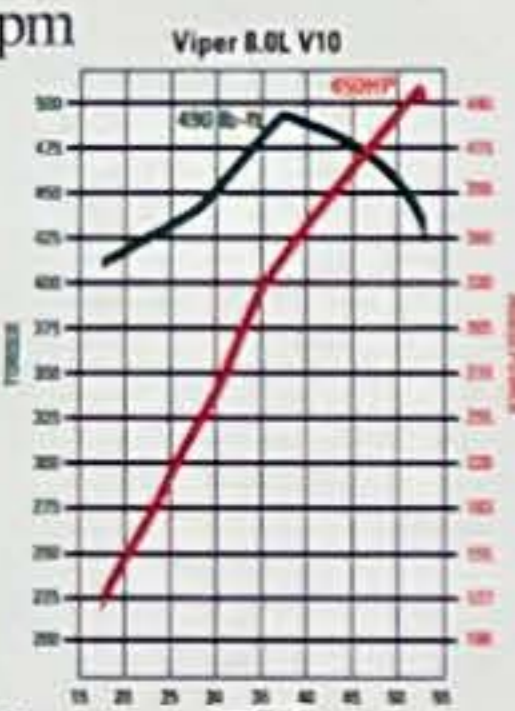
Fuel delivery: Sequential multipoint electronic featuring bottom-feed, high-impedance injectors

Recommended fuel: Premium unleaded

Emissions control: Three-way catalytic converters with dual oxygen sensors, two per side, feedback fuel-air ratio control

Exhaust system: One-piece stainless steel catalyst and muffler assembly featuring a rear exit

Cooling system: Copper core radiator, dual speed 17-inch electric fan, aluminum water pump and a front-mounted air-to-oil cooler



Drivetrain

Transmission: Six-speed manual, fully synchronized, with aluminum housing

Gear ratios: (1st) 2.66:1
 (2nd) 1.78:1
 (3rd) 1.30:1
 (4th) 1.00:1
 (5th) 0.74:1
 (6th) 0.50:1
 (Reverse) 2.90:1
 (Overall top gear) 1.54

Clutch: Hydraulic, single dry disc, 12.2-inch diameter

Differential: Clutch-type, limited-slip, modified mounting, final drive — 3.07:1

Wheels and Tires

Front wheel size: 10-inch x 18-inch

Rear wheel size: 13-inch x 18-inch

Tire type: Michelin Pilot Sport high-performance steel-belted radials

Front tire size: P275/35ZR18

Rear tire size: P335/30ZR18

Suspension

Front: Independent with unequal-length upper and lower cast aluminum control arms, coil-over-shock units

Rear: Independent with unequal-length upper and lower cast aluminum control arms with separate toe link, coil-over-shock units

Front stabilizer bar: 27 mm/1.06 in

Rear stabilizer bar: 22 mm/0.86 in

Shock absorbers: Double-acting hydraulic, low-pressure, gas-charged, rebound adjustable

Coil springs: 2.7-inch I.D. micrograin alloy

Steering

Type: Power-assisted rack-and-pinion
Ratio: 16.7:1

Turns: 2.4 (lock to lock)

Turning circle: 40.5 feet

Maximum turning angle: 28 degrees (road wheel)

Brake System

Type: Front and rear power-assisted disc, dual hydraulic, front/rear split

Front discs: 13 inch x 1.26 inch, vented

Rear discs: 13 inch x 0.87 inch, vented



Viper ACR

2000 Dodge Viper ACR includes all 2000 Dodge Viper GTS Coupe features and specifications except for the following additions, deletions, and changes:

Horsepower: 460 @ 5,200 rpm

Torque: 500 lb-ft @ 3,700 rpm

Wheel type: One-piece BBS forged aluminum with chrome Viper Head center caps

Shocks: GTS-R-style aluminum-bodied Koni racing shock absorbers, double-acting, high-pressure gas-charged, externally adjustable for bump and rebound

Springs: GTS-R-style 2.25" I.D. racing spring rates

Overall height: 47.0"

Track, front: 59.6"

Track, rear: 60.6"

Curb weight: 3,356 lb

Restraint system: Supplemental five-point

Filters: K&N

Deletions: Driving lamps (replaced with air intakes), air conditioning system/compressor, 200-amp Alpine® audio system (A/C and audio system can be added as optional Comfort Group)

Additions: ACR badging and graphics, including interior identification plaque
Exterior colors: Same as Viper GTS. See page 26.

Static torsional rating: 7,600 lb-ft (GTS)
 6,400 lb-ft (RT/10)

Static beaming rate: 95,000 lb per inch

Dimensions

Wheelbase: 96.2"

Overall length: 176.7" (GTS),
 176.2" (RT/10)

Overall width: 75.7" (at rear wheel lip)

Overall height: 48.0"

Track, front: 59.8"

Track, rear: 60.9"

Ground clearance: 5.0"

Curb weight: 3,460 lb

Weight distribution: 48/52

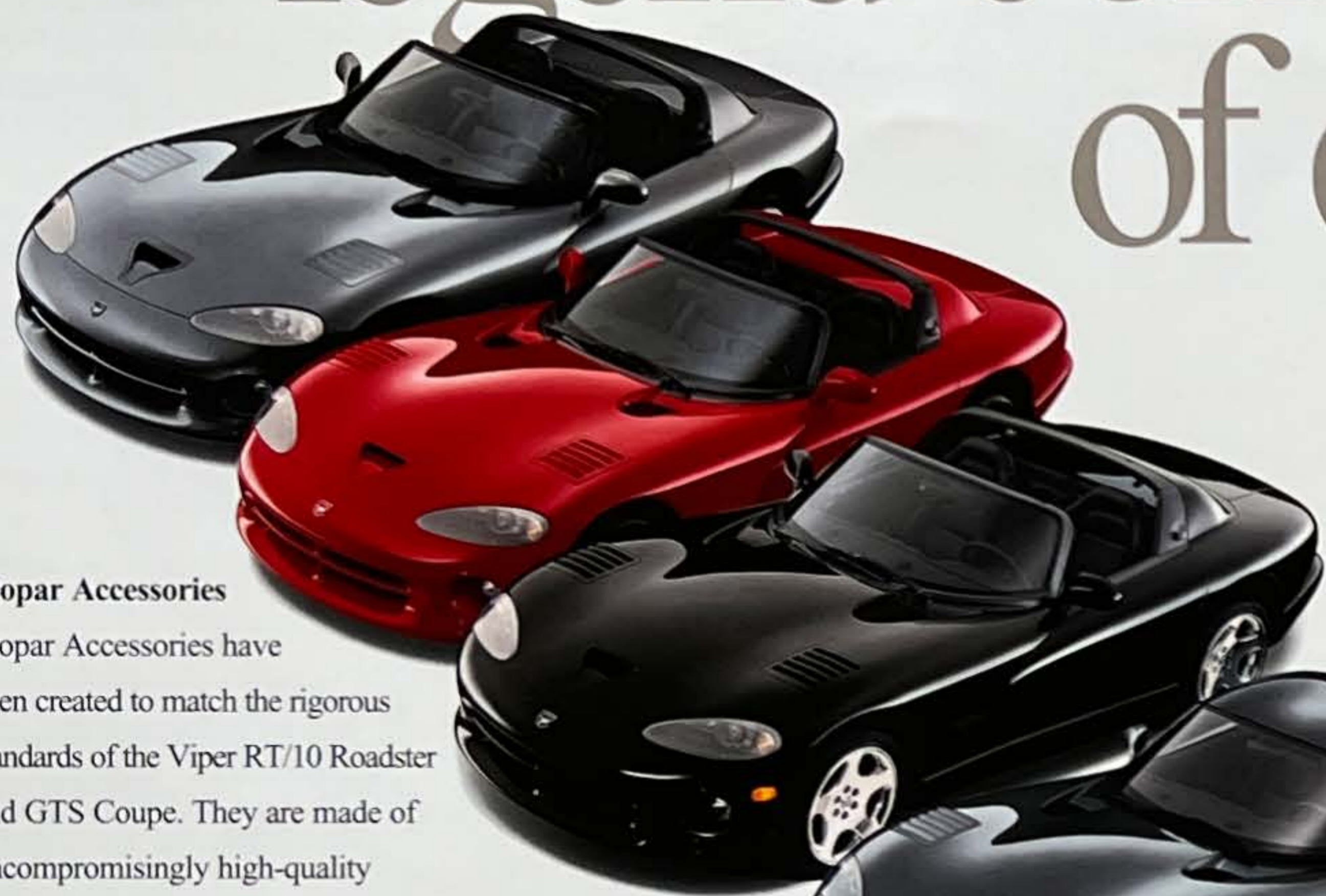
Capacities

Fuel tank: 18.5 gal

Crankcase: 8 qt



With an American legend comes the freedom of choice.



Mopar Accessories

Mopar Accessories have been created to match the rigorous standards of the Viper RT/10 Roadster and GTS Coupe. They are made of uncompromisingly high-quality materials and are designed to fit each Viper like the proverbial driving glove. They are available through your local authorized Dodge dealer.

Custom Car Covers

are tailored for an exact fit with custom mirror pockets, a see-through rear license plate "window," and a heat-resistant shield on the rear lower panel to accommodate tail pipes. Made of four-layer Evolution® polypropylene all-weather fabric, these covers won't shrink or stretch. They dry quickly and "breathe." Includes custom storage bag.



Custom Floor Mats

are made of plush 16-ounce nylon carpet and are embroidered with the Viper logo. They feature an aggressive rubber nib pattern for maximum floor covering grip and are custom cut for Viper's floor area.



Front-End Covers

are available for RT/10 Roadster, GTS Coupe, and Viper ACR. Made of quality black vinyl with an embroidered Viper logo, they feature a sleek, custom-fit, nylon screen that prevents debris from entering the fascia, and two-piece

construction that allows the hood to open without first removing the cover.



RT/10 Tops Viper RT/10 Roadster comes with a soft, folding top that can be stored in the trunk when not needed, and an optional removable, body-colored hardtop that clamps on securely. An optional tonneau cover is available.

Exterior Viper's uniqueness is evident from every angle.

Among the many finely

crafted exterior features are classic *cloisonne* badging, polyellipsoid

halogen low beam/halogen infrared high beam *aerodynamic headlamps*, power



mirrors, functional louvers, and *NACA intake*. There's also a rear deck spoiler

that's available as a Mopar option on the RT/10 roadster.



Interior

There's plenty to catch your attention and stir your imagination inside Viper: a leather-wrapped *tilt steering wheel*, *200-mph speedometer*, *7,000-rpm tachometer*, full complement of *auxiliary gauges* and *power windows*, to name just a few.

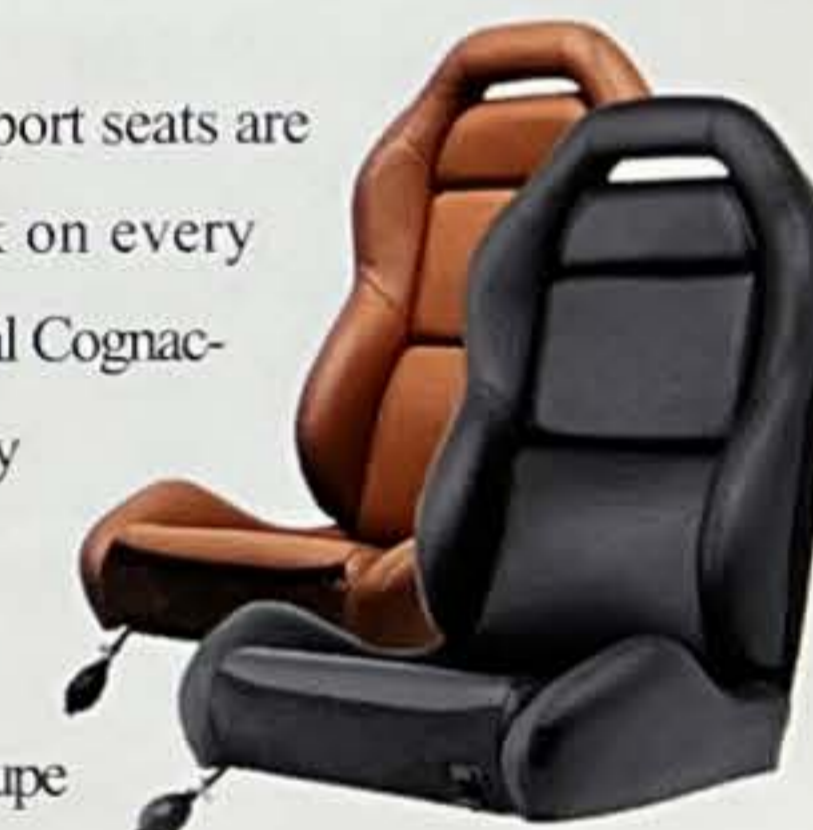
Safety and Security

Every 2000 Dodge Viper is equipped with Next Generation driver and passenger *air bags*,* a passenger air bag on/off switch, and an *energy-absorbing steering column*, knee blockers, dynamic side-impact intrusion protection, inboard-mounted three-point *active seat belts*, and a remote *door locking system*.

*Certified to the Federal Regulations that allow less forceful air bags. Always use seat belts. Rearward-facing child seats can be used in the front seat only with the passenger air bag turned off.

Seats

Premium leather sport seats are standard in Black on every 2000 Viper. Optional Cognac-colored Connolly leather seats are available in Viper RT/10 and GTS Coupe with all solid exterior colors and Viper GTS Coupe in Viper Black with optional Silver stripes. The seats feature integral head restraints, adjustable lumbar support, side bolsters, and optimal high-back support.



Audio

The deluxe Alpine® 200-watt AM/FM stereo CD sound system powers five speakers on Viper RT/10 Roadster and six on Viper GTS Coupe. The amplifier is mounted in the trunk.

Alpine is a registered trademark of Alpine Electronics, Inc.

Warranty

Every Viper comes with the DaimlerChrysler Corporation Limited Warranty. See your dealer for details.



We'd love for you to travel in these fast circles.



For a bunch of individualists, Viper owners certainly have plenty of opportunities to congregate. Their experience extends far beyond the showroom, reaching deep into a commonwealth of fellow enthusiasts. It's a way we discovered of enhancing the Viper ownership experience. Much as we've been increasing our commitment to all Dodge owners. But because of its exceptional nature, Viper supplies an



even more exceptional return.

It all begins with joining a local chapter of Viper Clubs of America, which opens the door to club-sponsored timed events and tours in your region. Having some kinship with others who own and truly understand such a mightily potent automobile is a good and necessary



thing. Your local Viper Club is also the gateway to Viper Owner Invitationals at such venues as the MGM Grand® and Las Vegas Motor Speedway. If autocrossing, time trials, and road rallies at the local level aren't enough — or even the track days at local courses — the national Invitationals are a must. Now you have the chance to maximize your



driving skills while enjoying the companionship and competition of like-minded folks. Driving on a banked speedway and professional-caliber road course, or staging a start on the drag strip is bound to reveal new levels of subtlety in a car that's capable of far more than brute force. Viper ownership can even be tinged with special privileges and exclusive insights right from the start,

when you visit the Conner Avenue Assembly Plant, in Detroit, and take delivery of your car. (Ask your dealer for details.) In this way, the sights, sounds, and smells of the assembly process will be a part of every subsequent drive you take. Reinforcement of your Viper culture comes on a quarterly basis in the form of Viper Magazine, a lively and glossy publication that brings all the latest Viper news, as well as



Of course, owning a car with such vast reserves of performance capability is likely to stimulate the desire to improve your driving skills. We suggest you consider attending a performance driving school, such as the Dodge/Skip Barber Driving School and the Skip Barber Racing School, which have chosen Dodge as the exclusive



supplier of vehicles and engines for all their teaching and racing operations.

unique editorial features. Information about subscriptions and club membership may be obtained by calling 1-800-998-1110. Living and breathing

Viper to such a degree may also mean donning Viper apparel. If you're interested in the jacket shown here, and many other available items, just call 1-888-267-2187 for a catalog. Besides apparel, Mopar Accessories offers a catalog with a line of Viper performance parts and accessories. This catalog is also available from the same toll-free number.



For information, address e-mail to speed@skipbarber.com, call 1-800-221-1131, or visit the Web site at www.skipbarber.com.

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Dodge



Different.

About this catalog: Since the time of printing, some of the information you'll find in this catalog may have been updated. Ask your dealer for details. Some of the equipment shown or described throughout this catalog is available at extra cost.



It defined who we are.

By reserving the right to be different, Dodge keeps on reaching one daring design frontier after another. Then we take the designs beyond the drawing board, beyond the concept vehicle stage, and tool up for assembly. Whatever we must do in order to attain or exploit an edge on the street, we will do. Whether it's fresher styling, more powerful engines, or new ways of building our vehicles. Ultimately, the idea is to give each model a distinctive character.

So what better source to tap than Viper — our original breakthrough car. Once we finished it, we stepped back and agreed that everything else we make should have some of what's in Viper, too. So at the heart of every Dodge, you'll find something, well, the same: the powerful desire to be different.

Dodge  Different.