DODGE

VIPER SRT-10

USER GUIDE 2010

Coupe, Roadster and ACR

IMPORTANT: This User Guide is intended to familiarize you with the important features of your vehicle. The DVD enclosed contains your Owner's Manual, Navigation/Media Center Manuals, Warranty Booklets, Tire Warranty and 24-Hour Towing Assistance (new vehicles purchased in the U.S.) or Roadside Assistance (new vehicles purchased in Canada) in electronic format. We hope you find it useful. If you are the first registered owner of your vehicle, you may obtain a printed copy of the Owner's Manual, Navigation/Media Center Manuals or Warranty Booklet by calling 1-800-423-6343 (U.S.) or 1-800-387-1143 (Canada) or by contacting your dealer. Replacement DVD kits may be purchased by visiting www.techauthority.com.

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INTRODUCTION/WELCOME

WELCOME FROM CHRYSLER GROUP LLC

Congratulations on selecting your new Chrysler Group LLC vehicle. Be assured that it represents precision workmanship, distinctive styling, and high quality - all essentials that are traditional to our vehicles.

This guide illustrates and describes the operation of features and equipment that are either standard or optional on this vehicle. This guide may also include a description of features and equipment that are no longer available or were not ordered on this vehicle. Please disregard any features and equipment described in this guide that are not available on this vehicle. Chrysler Group LLC reserves the right to make changes in design and specifications and/or make additions to or improvements to its products without imposing any obligation upon itself to install them on products previously manufactured.

For complete owner information, refer to the DVD in the owner's kit provided at the time of new vehicle purchase. For your convenience, the information contained on the DVD may also be printed and saved for future reference.

Chrysler Group LLC is committed to protecting our environment and natural resources. By converting from paper to electronic delivery for the majority of the user information for your vehicle, together we greatly reduce the demand for tree-based products and lessen the stress on our environment.

Vehicles Sold In Canada

With respect to any Vehicles sold in Canada, the name Chrysler Group LLC shall be deemed to be deleted and the name Chrysler Canada Inc. used in substitution therefore.

Driving And Alcohol

Drunken driving is one of the most frequent causes of accidents.

Your driving ability can be seriously impaired with blood alcohol levels far below the legal minimum. If you are drinking, don't drive. Ride with a designated non-drinking driver, call a cab, a friend, or use public transportation.

WARNING!

Driving after drinking can lead to an accident. Your perceptions are less sharp, your reflexes are slower, and your judgment is impaired when you have been drinking. Never drink and then drive.

CAUTION!

Never park your vehicle over dry grass or other combustible materials. The heat from your vehicle exhaust system could cause a fire.

CONTROLS AT A GLANCE

DRIVER COCKPIT

CONTROLS AT A GLANCE

CONTROLS AT A GLANCE

INSTRUMENT CLUSTER

Warning Lights

- - Charging System Light*
- - Oil Pressure Warning Light*
- - Anti-Lock Brake (ABS) Light*
- - Airbag Warning Light*
- - Electronic Throttle Control (ETC) Light
- - Tire Pressure Monitoring System (TPMS) Light
- - Engine Temperature Warning Light
- - Seat Belt Reminder Light
- BRAKE - Brake Warning Light*
- - Malfunction Indicator Light (MIL)*

CONTROLS AT A GLANCE

Indicators

- Turn Signal/Hazard Indicators
- High Beam Indicator
- Front Fog Light Indicator
- Skip Shift/Upshift Indicator

Odometer Messages

DOOR UNLOCKED - Door Unlocked
DOOR AJAR - Door Ajar
DECK - Trunk/Liftgate is open
LOW TIRE - Low tire pressure
FLAT TIRE - Critically low tire pressure

* Bulb Check with Key On

KEY FOB

Locking And Unlocking The Doors

- Press the LOCK button once to lock all the doors. Press the UNLOCK button once to unlock the driver's door only and twice within five seconds to unlock both doors.
- All doors can be programmed to unlock on the first press of the UNLOCK button. Refer to Programmable Features in this guide.

NOTE: On Coupe models, pressing either the UNLOCK button or the LIFTGATE button will open the liftgate.

WARNING!

Leaving unattended children in a vehicle is dangerous for a number of reasons. A child or others could be severely injured or killed. Children should be warned not to touch the parking brake, brake pedal, or the shift lever. Do not leave the key in the ignition. A child could operate power windows, other controls, or move the vehicle.

To Unlatch the Trunk/Liftgate

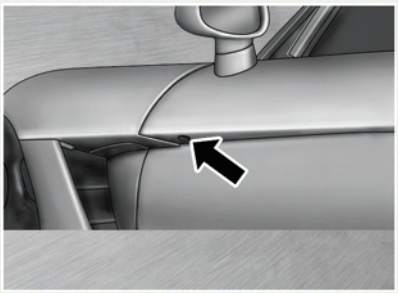
- Press and hold the TRUNK/LIFTGATE button for at least one second to unlatch the trunk/liftgate.

Panic Alarm

- Press and hold the PANIC button for at least one second and release to turn the panic alarm on or off.
- The alarm can also be turned off by inserting the key into the ignition switch and turning it to the ON/RUN position.
- If not deactivated through the Key Fob or the ignition switch, the alarm will turn off automatically after three minutes.

MANUAL DOOR LOCK

- The driver's door can be unlocked with the key.
- The door lock is located on the outside of the door, beneath the mirror.
- Insert the key and turn counter clockwise.



THEFT ALARM

To Arm

- Remove the key from the ignition switch.
- Press the Key Fob LOCK button or the power door lock switch on an open door.
- Once the system is armed, the Vehicle Security Light will flash once every six seconds.

Entering The Trunk With The System Armed - Convertible

NOTE: Using the key to open the trunk while the system is armed will trigger the alarm.

- Press the Key Fob TRUNK button to allow access without triggering the alarm or having to disarm the system.

Entering The Liftgate With The System Armed - Coupe

NOTE: Using the key to open the liftgate while the system is armed will trigger the alarm.

- Press the Key Fob LIFTGATE button to allow access without triggering the alarm or having to disarm the system. Then, within 30 seconds, open the liftgate by using the key cylinder or the LIFTGATE RELEASE switch located in the exterior liftgate handle.

NOTE: If you do not open the liftgate within 30 seconds, the system will rearm and ignore the switch input.

To Disarm

- Press the Key Fob UNLOCK button or use the key to unlock the driver's door. The door lock is located on the outside door panel beneath the mirror.

Electronic Immobilization System - Canada Only

- The Electronic Immobilization system prevents unauthorized vehicle operation by disabling the engine.
- Operation is automatic, regardless of whether the vehicle is locked or unlocked.
- The system will passively arm 30 seconds after the key is removed from the vehicle.
- When the system is armed the Vehicle Security Light will flash at a rate of a half-second ON, a half-second OFF, a half-second ON, followed by a 10–second pause and the vehicle will not start.
- Pressing the Key Fob UNLOCK button will allow the driver 60 seconds to start the vehicle. Failure to complete the process within 60 seconds will cause the system to passively re-arm. The driver must repeat the process again by pressing the UNLOCK button on the Key Fob to start the vehicle.

NOTE: Pressing the Key Fob UNLOCK button during the 30 second Electronic Immobilization arming process will allow the driver 60 seconds to start the vehicle.

ENGINE START BUTTON

Starting

- Fully apply the Parking Brake and press the clutch to the floor.
- Place the Shift Lever in NEUTRAL.
- Insert key into the ignition switch and turn to the ON/RUN position.
- Press the red ENGINE START button located on the instrument panel.

- Release the button when the engine starts.

Stopping

- Stop vehicle and depress clutch pedal.
- Place the shift lever into gear and apply the Parking Brake.
- Press the key removal release button and turn the ignition switch to the OFF/LOCK position and remove the key.

SEAT BELT

- Be sure everyone in your vehicle is in a seat and using a seat belt properly.

WARNING!

In a collision, you and your passengers can suffer much greater injuries if you are not properly buckled up. You can strike the interior of your vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are buckled up properly.

CHILD RESTRAINTS

- Every state in the United States and all Canadian provinces require that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

WARNING!

- In a collision, an unrestrained child, even a tiny baby, can become a projectile inside the vehicle. The force required to hold even an infant on your lap could become so great that you could not hold the child, no matter how strong you are. The child and others could be severely injured or killed. Any child riding in your vehicle should be in a proper restraint for the child's size.
- A rearward-facing infant restraint must not be used in your vehicle unless the passenger airbag has been turned off. A rearward-facing infant restraint may be struck by a deploying passenger airbag, which may cause severe or fatal injury to the infant.

Child Restraint Tether Anchor

NOTE: It is recommended to complete this task first.

- There is a tether strap anchor located behind the child tether access cover behind the passenger seat.
- To attach a child restraint tether strap:
  - Move the seat forward.
  - Move the seatback to its full forward position.
  - Remove the child tether access cover by prying either side with a screwdriver or similar tool, as shown.

- Pass the child restraint tether hook through either opening in the seatback, underneath the head restraint.
- Attach the tether hook to the anchor loop.
- Move the seat to its farthest rearward position. Apply body pressure to the seat to be sure the seat adjusters have latched.
- Return the seatback to an upright position.
- Install the child restraint according to the manufacturer's directions.
- Remove slack from the tether strap according to the child restraint manufacturer's directions.

WARNING!

An incorrectly anchored tether strap could lead to increased head motion and possible injury to the child. Use only the anchor position directly behind the child seat to secure a child restraint top tether strap.

Installing The Child Restraint Using The Vehicle Seat Belts

- To install a child restraint, first, pull enough of the seat belt webbing from the retractor to route it through the belt path of the child restraint and slide the latch plate into the buckle until you hear a “click.”
- Grasp the shoulder portion of the belt and pull all of the webbing out of the retractor.
- Allow some of the webbing to retract back into the retractor. As the belt retracts, you will hear a clicking sound indicating that the belt is now in Automatic Locking Mode.
- Tighten the lap portion of the belt and allow the excess webbing to retract back to the retractor. If it still does not make the child restraint secure, then secure the child restraint with the Child Restraint Tether Anchor.

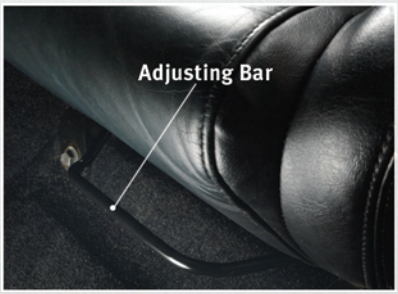
FRONT SEATS

WARNING!

Adjusting a seat while the vehicle is moving is dangerous. The sudden movement of the seat could cause you to lose control. The seat belt might not be properly adjusted, and you could be severely injured or killed. Only adjust a seat while the vehicle is parked.

Manual Seat Adjustment

Forward/Rearward



- Lift up on the adjusting bar located at the front of the seat near the floor and release at the desired position.

Recliner

- Lift the recliner lever located on the outboard side of the seat, lean back and release at the desired position.

WARNING!

Do not ride with the seatback reclined so that the seat belt is no longer resting against your chest. In a collision, you could slide under the seat belt and be severely injured or killed. Use the recliner only when the vehicle is parked.

TILT STEERING COLUMN

- The tilt lever is located on the steering column, below the turn signal lever.
- Push down on the lever to unlock the steering column.
- With one hand firmly on the steering wheel, move the steering column up or down as desired.
- Pull upward on the lever to lock the column firmly in place.

WARNING!

Do not adjust the steering column while driving. Adjusting the steering column while driving, or driving with the steering column unlocked, could cause the driver to lose control of the vehicle. Be sure the steering column is locked before driving your vehicle. Failure to follow this warning may result in severe injury or death.

ADJUSTABLE PEDALS

Adjustable Pedals

- Push the switch located on the trim panel below the steering column forward to move the brake, accelerator and clutch pedals away from the driver and push the switch rearward to move the pedals closer to the driver.

WARNING!

Do not adjust the pedals while the vehicle is moving. You could lose control and have an accident. Always adjust the pedals while the vehicle is parked.

CAUTION!

Do not place any article under the adjustable pedals or impede its ability to move, as it may cause damage to the pedal controls. Pedal travel may become limited if movement is stopped by an obstruction in the adjustable pedal's path.

Adjustable Foot Rest

- Using a 13 mm socket wrench, loosen the nut on the pedal.
- Slide the pedal either forward or backward and rotate it upward or downward as desired.
- Tighten the nut, being careful not to over tighten it.

PROGRAMMABLE FEATURES

- The following features may be programmed using the Key Fob transmitter.

NOTE: Pressing the LOCK button while you are inside the vehicle will activate the Vehicle Security Alarm. Opening a door with the Vehicle Security Alarm activated will cause the alarm to sound. Press the UNLOCK button to deactivate the Vehicle Security Alarm.

Unlock On First Press

- To unlock either the driver's side, or both doors, on the first press of the UNLOCK button:
  - Press and hold the Key Fob UNLOCK button for at least 4 seconds, but no longer than 10 seconds. Then, press and hold the Key Fob LOCK button while still holding the UNLOCK button.
  - Release both buttons at the same time.

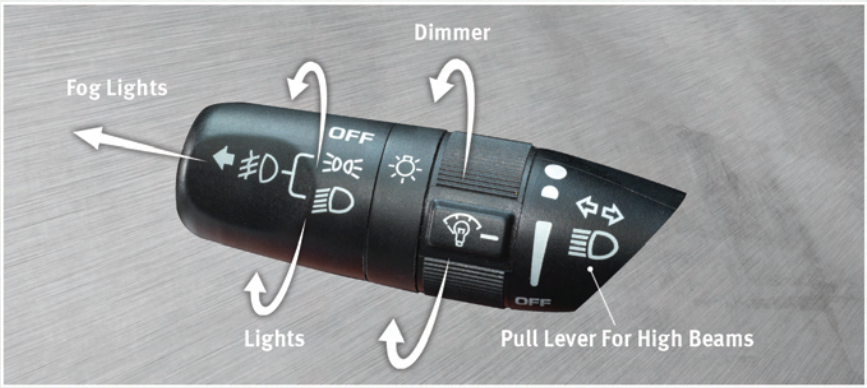
Sound Horn With Remote Lock

- To turn the horn chirp on or off when the doors are locked:
  - Press the Key Fob LOCK button for at least 4 seconds, but no longer than 10 seconds. Then, press the Key Fob UNLOCK button while still holding the LOCK button.
  - Release both buttons at the same time.

Flashing Lights With Lock

- The park lights and turn signal lights flashing, when the doors are locked or unlocked, feature can be turned on or off. To turn this feature on or off:
  - Press and hold the Key Fob LOCK button for at least 4 seconds, but no longer than 10 seconds. Then, press and hold the TRUNK/LIFTGATE button while still holding the LOCK button.
  - Release both buttons at the same time.

TURN SIGNAL/LIGHTS LEVER



Headlights/Parking Lights

- Rotate the end of the lever to the first detent for parking lights and the second detent for headlights .

Instrument Panel Dimmer

- Rotate the center portion of the lever to the extreme bottom position to fully dim the instrument panel lights and prevent the interior lights from illuminating when a door is opened.
- Rotate the center portion of the lever up to increase the brightness of the instrument panel lights when the parking lights or headlights are on.
- Rotate the center portion of the lever upward to the next detent position to brighten the odometer and radio controls when the parking lights or headlights are on.
- Rotate the center portion of the lever upward to the last detent to turn on the interior lighting.

High Beam Operation

- Pull the lever toward you to activate the high beams. Lightly pull the lever toward you for flash-to-pass.

NOTE: For safe driving, turn off high beams when oncoming traffic is present to prevent headlight glare and as a courtesy to other motorists.

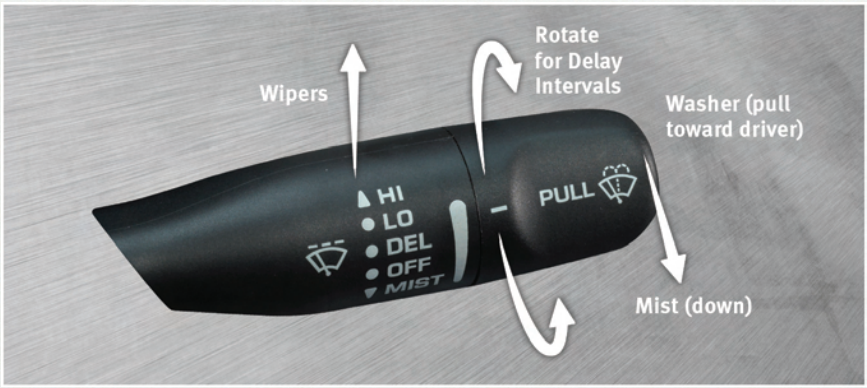
Fog Lights

- Turn on the parking lights or low beam headlights and pull out the end of the lever.

Turn Signals/Lane Change Assist

- Tap the lever up or down once and the turn signal (right or left) will flash three times and automatically turn off.

WIPER/WASHER LEVER



Front Wipers

Delay, Low And High Operation

- Push the windshield wiper/washer control lever upward to the first detent for one of seven delay settings. Rotate the end of the lever to select the desired delay interval.
- Push the lever upward to the second detent for low wiper operation and the third detent for high wiper operation.

Mist

- Pull down on the lever and release when a single wipe is desired.

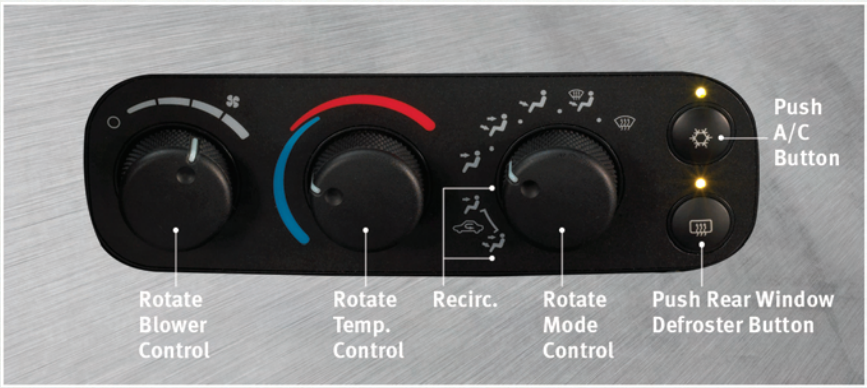
Washer Operation

- Pull the lever toward you and hold for as long as spray is desired.

MANUAL TRANSMISSION 1 TO 4 SKIP SHIFT

- Skip Shift is enabled when vehicle speed is between 12 MPH (19 km/h) and 23 MPH (37 km/h), and the transmission is in FIRST gear, and the accelerator pedal is at 1/4 throttle or less.
- For optimal fuel economy, under low acceleration conditions, your vehicle will only allow you to shift from first gear to fourth gear. Additionally, the Skip Shift Indicator Light, located in the tachometer, will turn amber during these times.
- Refer to your Owner's Manual on the DVD for further information.

MANUAL CLIMATE CONTROLS



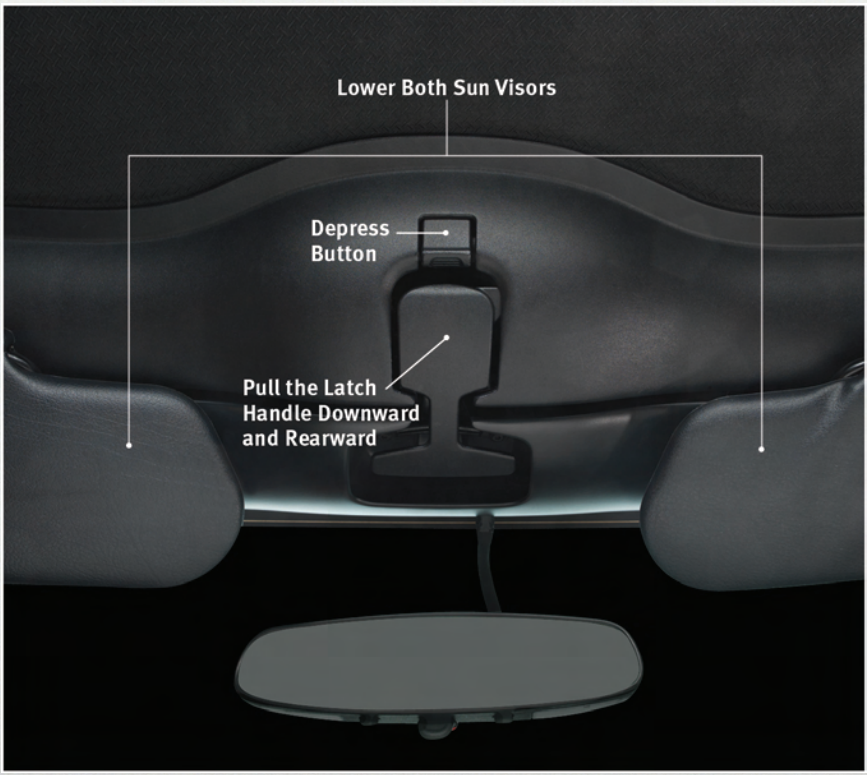
Air Recirculation

- Use recirculation for maximum A/C operation.
- For window defogging, turn recirculation off.
- Recirculation is not allowed in defrost, floor, defrost/floor (mix) modes.

CONVERTIBLE TOP OPERATION

CAUTION!

- To insure that no damage occurs, be sure that the vehicle is at a complete stop with the shift lever in the NEUTRAL position before lowering or raising the top.
- Do not operate the convertible top with ice or snow build up on the top. Damage to the top may occur.



To Lower The Top

- Lower both windows 1 in (2.5 cm).
- Lower both sun visors.
- Depress button at top of latch and pull the latch handle downward and rearward.
- Open the trunk.
- Pull the top all the way back into the storage well behind the seats.
- Lock convertible top into place by engaging the top latch.
- Close the trunk.
- Raise the sun visors to the desired position.
- Reverse procedure to raise the top.
- Refer to your Owner's Manual on the DVD for complete details.

WIND BUFFETING

- Wind buffeting can be described as a helicopter-type percussion sound. If buffeting occurs with the windows down, or top down (convertible models), adjust one or both windows up or down slightly.

NON-TOUCH-SCREEN RADIO

Sales Code RAH

- The radio sales code is located on the upper left side of the radio faceplate.

Seek Up/Down Button

- Press to seek through radio stations in AM, FM, or SAT bands.
- Hold the button to bypass stations without stopping.

Audio Settings

- Press the AUDIO button to select BASS, TREBLE, BALANCE or FADE, then press the SEEK UP or SEEK DOWN button to adjust the desired setting.

Mode Select

- Press the MODE button to select between AM, FM, CD, CD/DVD changer or the Satellite Radio (if equipped).

Clock Setting

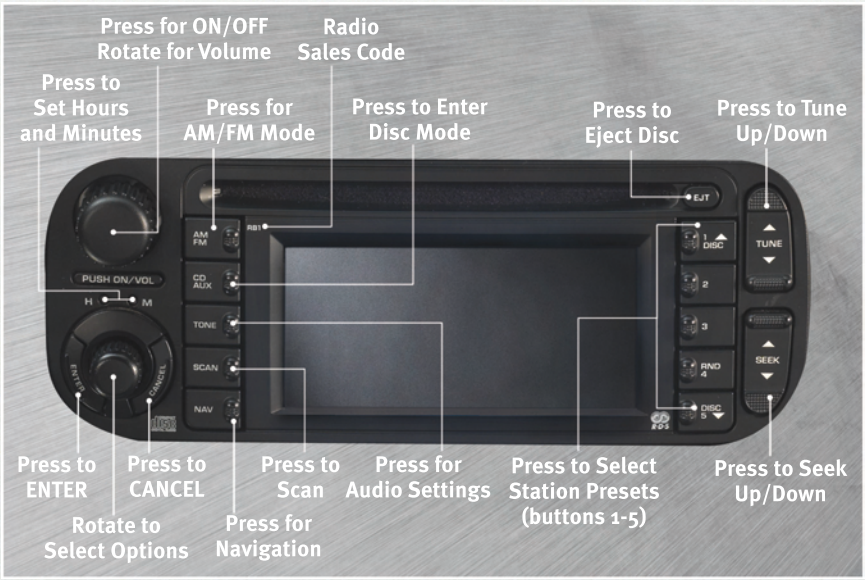
- Turn the ignition switch to the ON/RUN or ACC position.
- Using the point of a ballpoint pen or similar object, press either the H (HOUR) or M (MINUTE) button on the radio. The display will show the time.
- Press the “H” button to set hours or the “M” button to set minutes. The time setting will increase each time you press a button.

Station Presets

- Press the SET button once and SET 1 will show in the display. Then select the button (1–5).
- A second station may be added to each pushbutton. Press the SET button twice and SET 2 will show in the display, then select button (1–5).

NON-TOUCH-SCREEN RADIO

Navigation Radio – RB1



- The radio sales code is located on the upper left side of radio faceplate.

Radio Mode

- Press the AM/FM button to toggle between AM and FM modes.

Seek Up/Down

- Press to seek through radio stations in AM or FM bands and to seek through tracks in CD mode.

Tune Up/Down

- In AM or FM modes, press to increase or decrease the radio frequency. In CD mode press to fast forward or fast rewind a track.

Clock Setting

- To manually set the clock, use a ballpoint pen or similar object. When pressing either the hour (H) or minute (M) button the Setup screen appears.
- To adjust the hours, press the “H” (hour) button.
- To adjust the minutes, press the “M” (minute) button.
- Turn the Selector knob to highlight DONE and press ENTER or wait 5 seconds.

Daylight Savings

- Use a ball point pen or similar object to press the "H" (hour) or "M" (Minute) button to access the clock setup screen.
- Press ENTER to select Clock Setup.
- Rotate the Selector knob to highlight Daylight Savings and press ENTER.
- Rotate the Selector knob to highlight Standard or Daylight Savings and press ENTER.
- Turn the Selector knob to highlight DONE and press ENTER or wait 5 seconds.

Changing Time Zone

- Use a ball point pen or similar object to press the "H" (hour) or "M" (Minute) button to access the clock setup screen.
- Press ENTER to select Clock Setup.
- Rotate the Selector knob to highlight Time Zone and press ENTER.
- Rotate the Selector knob to highlight the desired Time Zone and press ENTER.
- Turn the Selector knob to highlight DONE and press ENTER or wait 5 seconds.

Store Radio Presets

- Find the station to store by either pressing the seek up/down button, the tune up/down button, or by touching the SCAN button.
- Turn the Selector knob to highlight SET and press ENTER. SET 1 appears on the display.
- Then select button (1–5).
- You may add a second station to each pushbutton by repeating the above procedure with this exception: After highlighting SET, press ENTER twice. SET 2 appears on the display, then select button (1–5).

Navigation

Navigation Radio – RB1 Only

- Your navigation system receives GPS signals from up to 8 satellites to display the position and direction of your vehicle.
- Map and database information is supplied through a DVD-ROM and vehicle sensors enable the system to display the present vehicle position even in locations where GPS may be blocked.
- The DVD-ROM disc must be inserted into the radio before accessing the Navigation mode.

NOTE: Many features of this radio are speed dependent. For your own safety, some of the programmable options will be grayed out and unavailable while the vehicle is in motion. Pull over at a safe location to complete your task.

New Destination

- Press the NAV button to access the NAV Main Menu.
- Using the Selector knob, highlight Destination to program a destination, press ENTER, then select one of the 8 ways to input a destination.

Program Destination by Street Address

- Press the NAV button to access the NAV Main Menu.
- Select/highlight Destination from the Main Menu screen and press ENTER.
- Select/highlight Street Address from the Find Destination by screen and press ENTER.
- Select/highlight Street Name from the Find Address screen and press ENTER.

NOTE: City, State and Province can be also be changed in the Find Address screen.

- The Input Street Name screen appears. Use the Selector knob to spell out the street name. Select/highlight each letter and press ENTER.
- Select/highlight Street List and press ENTER to continue. The Select Street Name screen appears. Select/highlight the correct street and press ENTER.
- The Input Address screen appears. Use the Selector knob to input the address number. When finished, select/highlight Done and press ENTER.
- Lastly, the Confirm Destination screen appears, showing the address of the selected destination. If it is correct, select/highlight OK and press ENTER. The system will calculate a route to that destination.

Address Book

- Press the NAV button, use the Selector knob to highlight Destination and press ENTER.
- Select/highlight one of the eight choices to input a destination and press ENTER.
- Enter the address information following the screen prompts.
- Once a destination has been entered, select/highlight Options from the Confirm Destination screen and press ENTER.
- Select/Highlight Save in Address Book and press ENTER.
- The Input Name screen appears. Use the Select Encoder to spell out the name you would like to see in the Address Book.
- Select/highlight Done when finished and press ENTER.
- The Input Phone Number screen appears. Use the Select Encoder to input the phone number of the address. When the number is complete, or if you do not know the phone number, select/highlight Save and press ENTER.
- The name, address and phone number are now stored in the address book. The Confirm Destination screen will reappear showing the saved information.

Map

- Press the NAV button and select/highlight Map and press ENTER.
- The Map screen will appear showing your current location.

Adjusting Navigation Volume

- The navigation volume can be adjusted during a voice command by using the radio Power/Volume control knob.
- To repeat a voice command select the voice icon on the Map or Arrow guidance.

POWER OUTLET

- One 12 Volt power outlet for this vehicle is located to the right of the Transmission Gear Selector.
- Another 12 Volt power outlet for this vehicle is located inside the center console.

NOTE: Do not exceed the maximum power of 160 Watts (13 Amps) at 12 Volts. If the 160 Watt (13 Amp) power rating is exceeded the fuse protecting the system will need to be replaced.

PERFORMANCE/ACR

OVERVIEW

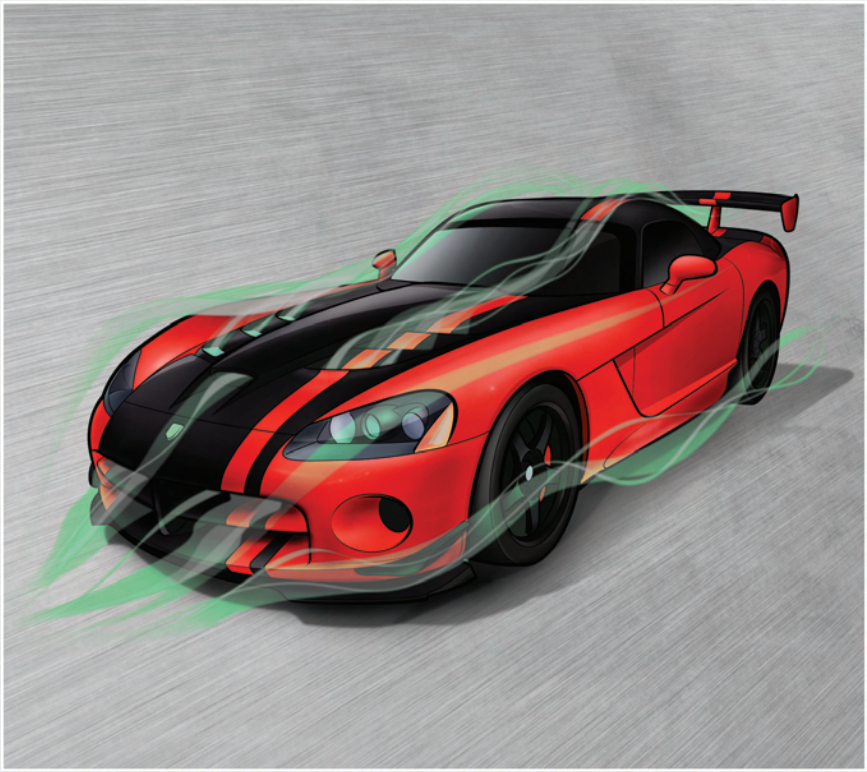
- The Viper ACR is the literal fusion of Street and Racing Technology. It takes the awe inspiring performance capabilities of the Dodge Viper SRT10 to the next level.
- The Viper ACR is not certified as a race car and it is not equipped with a racing safety cage, racing restraints or other racing safety equipment.
- Throughout this manual there are notes of WARNING and CAUTION. Review each of them before driving this car.

WARNING!

It is recommended that all customers complete a high-performance driving school prior to operating this vehicle. Speeds at the handling limits of this car are much higher than with other sports cars. Competitive driving and track outings can cause serious injury or death.

- Drive safely.

AERODYNAMICS



- The Viper ACR aerodynamics are capable of high levels of downforce which will noticeably affect the grip and handling of the vehicle at speeds as low as 50 mph.
- Regularly inspect all of the aerodynamic components and attachments for damage or wear.

Front Splitter

- Splitters are potent aerodynamic elements usually only found on purpose built racing cars. The Viper ACR front splitter has been specially adapted for street use with the addition of several new features.

- The leading edge has been scalloped back to reduce front overhang for day to day driving.
- Toughened polymer rub strips have been added to reduce wear and abrasion on the splitter panel.
- Tension cables support the front edge to allow some upward deflection in minor impacts with ramped surfaces.
- In spite of these enhancements, the splitter remains highly vulnerable to impact because of its position on the car.
- The front splitter will not flex or compress against impacts from the front. If an impact does occur, have the splitter inspected. A cracked or delaminated splitter should be replaced.
- Always leave ample room and be sure to educate anyone you allow to operate the vehicle.

CAUTION!

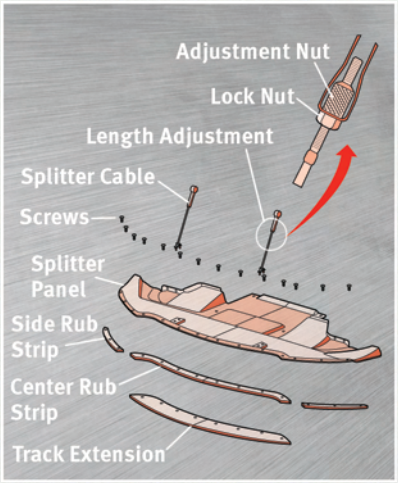
Use care when approaching parking blocks, tall speed bumps and garage curbs. These surfaces can severely damage your splitter.

- Use care when driving up to sloped surfaces or over speed bumps. Approaching a speed bump or a slope at a slight angle may improve your clearance.

CAUTION!

Hard contact with steep ramps may cause damage to your splitter.

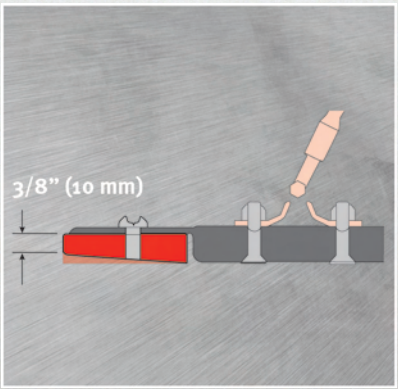
Splitter Components



- The front of the ACR splitter is supported by two stainless steel cables. These cables and their attachments should be regularly inspected.
- The splitter cables have an adjustment capability, however it is recommended to leave the splitter at the factory delivered settings. The splitter cables may have some slack while the vehicle is at rest. When the splitter is loaded, and the cables are under tension, the panel should be approximately parallel to the bottom of frame.
- Solid polymer rub strips are attached to the leading edge of the splitter panel. Regularly inspect these rub strips to avoid damage to the carbon fiber splitter panel.

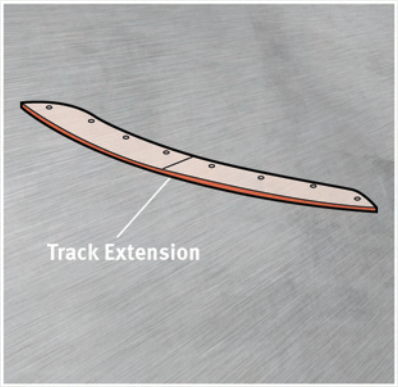
CAUTION!

Replace rub strips when they are worn down to 3/8 in. (10 mm) on the front edge. This will avoid damage to the carbon fiber panel.



- Regularly inspect the outboard knock-in threaded insert to avoid premature splitter wear (right and left side). Replace these fasteners as needed in order to protect the carbon fiber splitter panel.

Track Extension



- A splitter track extension is included in the trunk of every Viper ACR. The track extension is mounted in the same location as the center rub strip. The on-track aerodynamic balance was optimized with the track extension in place.
- To install the track extension, remove the eight (8) screws of the center rub strip and install the extension in the same mounting locations.
- Tighten fasteners to 70 in-lbs (7.9 N·m).

CAUTION!

The track extension should only be used during closed circuit track events. The track extension can cause premature damage to your vehicle if used on public roads.

Rear Wing

- The ACR rear wing generates most of the car's aerodynamic downforce.
- The wing is a powerful element that will affect the handling of the car at speeds greater than 50 mph. Extreme caution should be given to any modifications to the factory settings.

WARNING!

Do not operate the vehicle with the rear wing removed. The aerodynamic balance of this setup is unstable and can cause the loss of control.

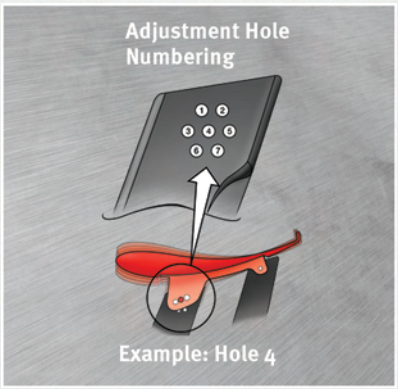
- Regularly inspect the wing panel and attachment points for damage or looseness.
- The Viper ACR on-track aerodynamics have been tuned and balanced for the vehicle with the track extension installed.

Wing Stanchions

- The wing stanchions are designed with adjustment capability but they are delivered locked with tamper resistant fasteners.
- The wing is delivered from the factory in hole position 2.

Wing Adjustment

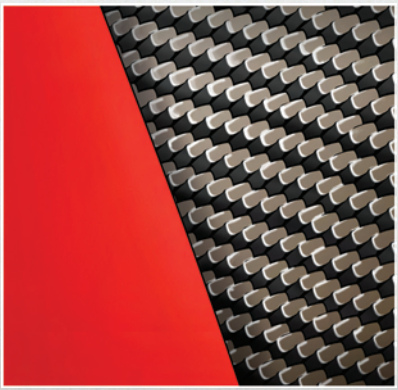
- It is possible to adjust the wing using the hole pattern at the top front of the stanchion.



NOTE: Adjustment to the wing setting is not recommended.

- The wing is attached to the lower stanchions with thread locker and tamper resistant fasteners. The warranty does not cover any modifications or removal of these wing fasteners.
- In general, moving the wing up (e.g. Hole 2 to Hole 1) will decrease rear down force and decrease overall understeer. Moving the wing down (e.g. Hole 2 to Hole 3) will increase understeer.
- Each successive hole increases the wing angle of attack by 1.5 degrees.

Carbon Fiber

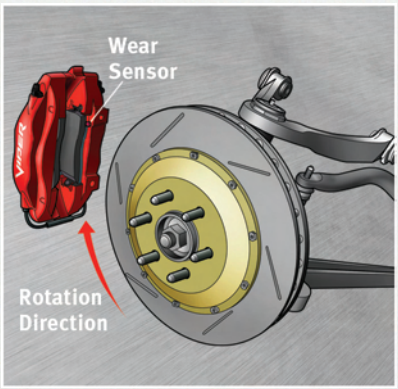


- The ACR aerodynamic components are made from prepreg autoclaved carbon fiber. Both woven and unidirectional materials are used.
- The clear coated carbon fiber panels will have some variation and minor waviness in the woven pattern. This is inherent to the process and a sign of its authenticity.

- All carbon fiber materials are susceptible to UV degradation during long exposure to the sun. The ACR woven carbon components use the latest technology for both the resin system and the clear coat. As with any automotive coating, storing your vehicle in a covered location will guarantee a long lasting finish.

- The rear wing on the non two-tone ACR is molded completely with unidirectional carbon fiber and painted in body color. Some patterned or linear conditions may be visible in the painted carbon fiber surfaces. This is also a normal result of the carbon fiber process.

TWO PIECE BRAKE ROTORS



- The Viper SRT10 is known for having world class brakes. The Viper ACR takes this incredible braking system to the next level with the Stop Tech two-piece lightweight slotted rotors. These brake rotors significantly reduce rotating un-sprung mass. They also improve brake cooling and reduce on-track fade.

CAUTION!

The slotted rotors may increase brake pad wear depending on driving conditions. These rotors may also produce some additional brake noise due to the high performance two-piece construction.

- It is normal for the brakes to make some popping or creaking noises as they cool down. This is the result of the two-piece construction.
- Although the brake rotors are a two-piece construction, they should be replaced as a complete assembly.

CAUTION!

During brake pad replacement the pads must be loaded so that the wear sensor is on the inboard side of the caliper and the trailing side of the wheel rotation (all four wheels).

Street Break-in Procedure

- Try to avoid abrupt, hard stops for the first 200 miles (300 km).
- Avoid any racing OR off-road activities for the first 200 miles (300 km).
- Avoid repeated incline/decline braking for the first 200 miles (300 km).

Alternate Break in Procedure

CAUTION!

Chrysler does not endorse speeding on public roads; therefore, if a safe area cannot be used for break-in, you must perform the street break-in procedure. Regardless of completing the "street break-in procedure," this alternative break-in procedure is recommended before any track use of the vehicle.

- In the event that the street break-in procedure can't be performed before the pads and rotors are thermally stressed, use the following procedure:
  - Read through the procedure and find a suitable, safe and legal area to perform the necessary stops.
  - BEFORE starting the break-in procedure, drive with gentle braking. Do not use brakes aggressively until performing brake-in procedure.
  - Make a series of 10 stops from 60 to 5-10 MPH. At the end of each stop, immediately accelerate to 60 again for the next stop. Run all stops continuously in one cycle.

NOTE: A moderate braking effort is needed to properly break in the rotors and pads. A stopping force of approximately 0.8G's, just short of ABS intervention, is the level of pedal effort you are trying to attain.

- During the 60 to 5-10 MPH series of stops, the exact speed is not critical. Accelerate to approximately 60 and begin the braking cycle. As you approach 5-10 MPH, it is not necessary to watch the speedometer. Keep your eyes on the road and approximate your speed at the end of each cycle.

CAUTION!

Do not come to a complete stop! This will imprint pad material onto the rotor, causing a vibration during future use.

- Watch for the following:
  - On the 8th or 9th stop, there should be a distinct smell from the brakes. Smoke may be evident during earlier stops as well.
  - Also on the 8th or 9th stop, some friction materials will experience "green fade". This is a slight fading of the brakes. The fade will stabilize, but not completely go away until the brakes have cooled.
  - After the break-in cycle is finished there will be a light gray film on the rotor face. The gray film is pad material starting to transfer onto the rotor face.

CAUTION!

Do not come to a complete stop when the system is hot and leave your foot on the pedal. Pad material will immediately transfer to the rotor causing a vibration during future use.

- After the final stop, drive as much as possible without using the brakes to cool off the system. Ideally, the brakes should be allowed to cool to ambient temperature before using them again.
- After the first break in cycle, the brakes will still not be operating at optimum capacity. A second or third heat cycle is typically necessary before the brakes start to work optimally. This will occur during everyday use.

Care and Maintenance

- Your brake calipers have a painted finish. Immediately clean off any spilled brake fluid, wiping it off with a soft, clean terry-cloth towel.
- Do not use any harsh chemicals when cleaning your calipers. Wash your calipers with soap and rinse with water.
- Do not use any harsh chemicals when cleaning your rotor hats (the anodized center part of the rotor assembly). Wash your rotor hats with soap and rinse with water.
- Breaking-in rotors and pads is critical to the optimum performance of your new brakes. When breaking-in new parts, you are not only heat-cycling the pads, you are also depositing a layer of pad material onto the rotor face. If not broken-in properly, an uneven layer of pad material will be deposited onto the rotor, causing vibration.
- If you experience brake pedal pulsation, steering vibration, or repeatable brake noise, perform the break-in procedure again as soon as possible. This will re-condition the rotor surface and remove irregular brake pad deposits. If concerns continue, please visit your local dealer for further diagnosis.

PILOT SPORT CUP TIRES

- Your Viper ACR comes equipped with Michelin Pilot Sport Cup competition oriented tires that are DOT approved for street use. The Pilot Sport Cup tire uses a special tread and compound which provides considerably more dry grip than normal street tires.
- Due to the special tread and compound of your Pilot Sport Cup Tires, the minimum tread depth can be reached earlier depending on your driving style, resulting in reduced tire life. The special Pilot Sport Cup tread and compound may lead to performance degradation in cold climates, heavy rain or in conditions with standing water.

WARNING!

Use extreme caution and drive slowly in wet situations to reduce the risk of hydroplaning. Avoid driving in any conditions of heavy rain or standing water. These conditions can cause loss of control or accident.

WARNING!

The Pilot Sport Cup tires were NOT intended to be driven on snow or ice. The Pilot Sport Cup is a summer season tire and has diminished capability on cold road surfaces (below 50°F). DO NOT OPERATE THE VEHICLE DURING THESE CONDITIONS. Snow, ice and cold road surfaces can cause a loss of control or accident.

ADJUSTABLE DAMPERS

- The Viper ACR suspension includes a set of adjustable coil-over racing dampers built by KW Suspensions. These dampers have been tuned by SRT handling engineers to provide the maximum handling performance without sacrificing reasonable road manners.
- The two-way adjustable dampers include adjustments for compression (bump) and rebound damping.

NOTE: Keep your damper settings at the street positions when operating your vehicle on the street.

WARNING!

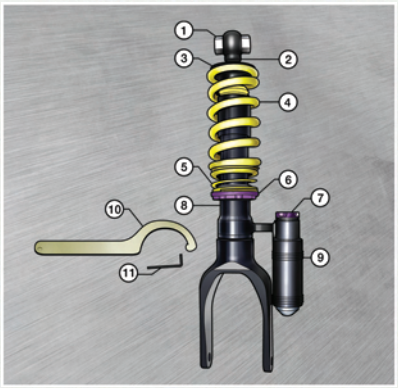
Only experienced track drivers should make adjustments to the suspension settings. Improper suspension adjustment can disrupt the balance of the vehicle and lead to a loss of control or accident.

CAUTION!

Do not make any adjustments or modifications to the nitrogen pressure of the damper canisters. This will void the warranty.

- The ACR suspension was designed and tuned with an uncompromising focus on handling. The ride response to road conditions may be harsher than expected from a typical sports car.

Damper Components



Components

1. Spherical Bearing Mount
2. Rebound Adjuster
3. Upper Spring Seat
4. Primary Spring
5. Helper Spring
6. Lower Spring Seat
7. Compression Adjuster
8. Threaded Main Body
9. Reservoir
10. Spanner Wrench
11. Spring Seat Hex Wrench

- Your Viper ACR is delivered with the suspension adjusted for optimal street comfort. Below are the adjustment capabilities:

Compression Damping:	14 settings front and rear
Rebound Damping:	19 settings front and rear
Ride Height:	+/- 1 $\frac{1}{4}$ in. (32 mm)

- Any adjustments to the suspension settings should be made in small increments.

CAUTION!

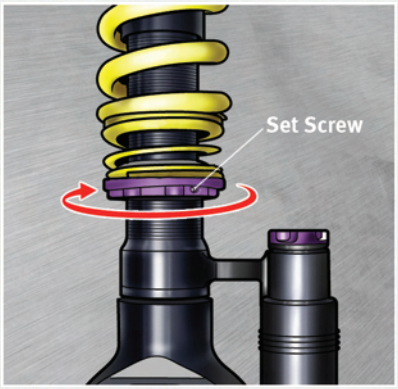
The use of improper tools may severely damage your suspension. The tools included with your Viper ACR are the only tools that should be used for adjusting the ride height.

Ride Height Adjustment

- Your ACR is delivered from the factory at a ride height that provides a good balance for drivability on the street. The adjustable suspension allows for ride height adjustment. As with all of the suspension adjustments, caution should be used when changing the ride height.
- Before any adjustments are made to your ride height, clean threaded area with soapy water to be sure it is free and clear of debris.

CAUTION!

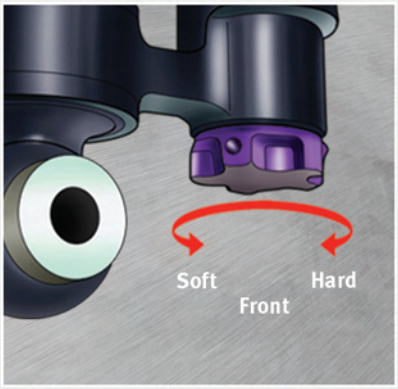
Only the factory ride heights should be used while operating the vehicle on the street. Low ride heights can cause damage to the vehicle.

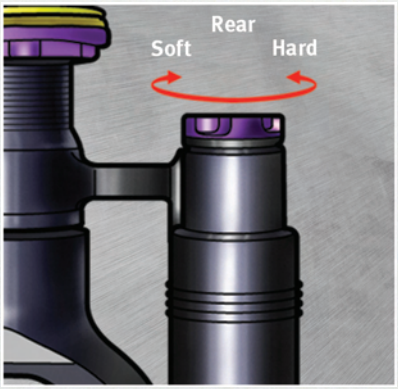


Adjusting the ride height:

- Raise and support the vehicle. Both left and right side wheels should be lifted off the ground to allow adjustment of the spring seats without damage. Never make ride height adjustments with the suspension loaded. The helper spring should never be fully compressed while adjusting ride heights.
- Remove the wheel and tire assembly.
- Loosen the set screw on the lower spring seat (approx 1 turn).
- To lower the ride height, use the spanner wrench and rotate the lower spring seat counter-clockwise (as viewed from below the damper). Use the set screw as a reference to return to street height.
- To raise the ride height, first turn the seat in the counter-clockwise direction and ensure the threads are clear of debris. Use the spanner wrench and reverse the direction.
- Tighten the set screw to 22 in-lbs (2.5 N·m). DO NOT over tighten this screw.
- The ride height adjustment sensitivity is as follows:
  - Front: One turn = 0.104 in. (2.6 mm) height change at frame
  - Rear: One turn = 0.134 in. (3.4 mm) height change at frame

Compression Adjustment





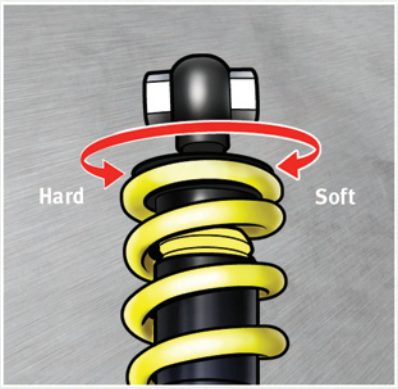
- The compression adjustment (also called bump) varies the damping of the upward travel of the wheel relative to the vehicle.
- The compression adjuster is located on the remote canister fixed to the damper body and has 14 damping positions. Depending on vehicle ride height, the car may need to be raised to gain access to the compression adjuster. To adjust the compression damping, turn the finger knob: clockwise stiffens; counterclockwise softens when viewed from the top surface of the finger knob.
- All settings are referenced from the full stiff (position “0”). The “0” position on compression is achieved by turning the finger knob clockwise until you cannot turn it any further.

CAUTION!

To avoid damage to your dampers DO NOT force the finger knob when it stops turning. Also, NEVER use any tools to adjust the finger knob.

- From the “0” position, turning the adjuster counterclockwise will soften the damping. Count off the clicks and record your setting. Every “click” is a new damping position (i.e. two clicks softer from the full stiff position is position “2”).

Rebound Adjustment



- The rebound adjustment (also called droop) varies the damping of the downward travel of the wheel relative to the vehicle.
- The rebound adjuster is located on top of the piston rod and has 19 damping positions. Depending on vehicle ride height, the car may need to be raised to gain access to the rebound adjuster. To adjust the rebound damping, turn the upper finger knob: clockwise stiffens; counterclockwise softens when viewed from above.
- All settings are referenced from the full stiff (position “0”). The “0” position on rebound is achieved by turning the finger knob clockwise until you cannot turn it any further.

CAUTION!

To avoid damage to your dampers DO NOT force the finger knob when it stops turning. Also, NEVER use any tools to adjust the finger knob.

- From the “0” position, turning the adjuster counterclockwise will soften the damping. Every “click” is a new damping position (i.e. two clicks softer from the full stiff position is position “2”).

Street Set Up

- Best Comfort is achieved at the following damper settings and should always be used when driving on the street:

Front Compression	Position “13”
Front Rebound	Position “18”
Rear Compression	Position “13”
Rear Rebound	Position “17”

Ride Height Adjustment

- The factory ride height of your ACR is approximately:
  Front: $5\frac{1}{4}$ in. (132 mm)
  Rear: 6 in. (153 mm)
- Measured from the bottom of frame rail to ground at the axle centerline with no passengers, a full tank of fuel and tire pressures set to 29 psi.
- A low ride height setting may not be optimal at all tracks. It will generally be more acceptable to run a lower ride height at a track with smoother surfaces, fewer abrupt elevation changes and fewer bumps. The optimum set up for your vehicle also varies with track, driver and ambient conditions. Below is a recommended starting point for two typical track configurations.

Smooth track set up:

Front: 4 in. (102 mm)
Rear: 5 3/8 in. (136 mm)

Rough track set up:

Front: 4.375 in. (111 mm)
Rear: 5 1/2 in. (140 mm)

- The rake of the car (or front to rear ride height difference) may also be changed with your ACR suspension. Changing the rake may be beneficial at some tracks. Use caution when changing the rake angle.

CAUTION!

Depending on your set up, driving style, and track condition, some tire to wheel liner contact may occur. To avoid excessive wheel liner wear, adjust your ride height accordingly.

Notes on Tuning

Damper Adjustment

- Adjusting from the street settings should be done only at track events. A recommended starting position for the tracks is:

Front Compression	Position “6”
Front Rebound	Position “6”
Rear Compression	Position “5”
Rear Rebound	Position “5”

- Always start from a known position (full stiff).
- Adjust in small increments (1-2 clicks).
- Record your adjustment settings at all four wheels.
- Continually monitor and record your tire pressures.
- Remember that suspension damping, ride heights, rake angle and aerodynamic balance all work as a system. As you make changes to one end of the vehicle, it will affect the balance of the car.

Maintenance and Inspection

- Regularly inspect the splitter rub strips and out board knock-in nut. Regularly inspect all attachments of the aerodynamic components (see Aerodynamics section).
- Track use will greatly increase wear rates and service intervals on your Viper ACR. Repeated track use requires more frequent fluid changes.

NOTE: Although your vehicle is shipped with oW40, it is recommended to use Mobil-1 15W50 synthetic motor oil at the track.

- Always run a cool down lap at the end of a track outing. For track outings lasting longer than 25 minutes, an external rear axle cooler is recommended.

HARD CORE PACKAGE

- This option is for the Hard Core track enthusiast who is looking for maximum weight savings.
- The Hard Core Package eliminates the Audio System (including the radio, amplifier, door speakers and subwoofer). Also deleted are the under hood silencer pad, the trunk carpet and the tire inflator. The door speakers are replaced by carbon fiber panels. The radio is replaced by a lightweight cover that can be configured to mount the included Lap Timer.

CAUTION!

The tire inflator has been removed from the Hard Core package. There are no measures for flat tire repair included with this vehicle. It is recommended that drivers always bring a mobile phone in case of a flat tire.

- The removal of the trunk carpeting reduces sound insulation. It is normal to hear more road and drivetrain noise.
- The Lap Timer kit includes the Timer, Beacon Receiver, a power cord, download kit and the Beacon Transmitter.
- The Lap Timer displays lap times on a large illuminated digital display. It continuously updates the fastest laps and acquires a running data log of all times during the track event. This data can be downloaded for analysis via a USB connection. Refer to your AiM lap timer manual for instructions.
- The cables to the beacon receiver and power jack include extra long lengths. This is to provide the ability to custom fit the timer and beacon receiver depending on the track and/or driver preference.
- Note on Lap Timer: For lap timer software updates and technical support contact www.aimsports.com/software/index.html.

TUNING RECORD

Date & Track	Adjustments	Notes

LIMITED WARRANTY

- The ACR offers many race-ready components that are designed for uncompromising performance. Because of this, some of the ACR components have unique warranty limitations.

Racing Not Covered

- The warranty does not cover the cost of repairing damage or conditions caused by racing, nor does it cover the repair for any defects that are found as the result of participating in a racing event. The term racing includes but is not exclusive to: wheel to wheel competition, timed competitive events, autocross or other off-road track events.

Splitter

- The splitter is not covered for wear on the rub strips or damage due to contact with parking blocks, speed bumps, curbs, sloped tarmac, etc. The warranty is not valid if adjustments or modifications are made to the splitter.

Wing

- The warranty does not cover any adjustments or modifications made to the wing or if the original fasteners or positions have been changed.

Tires

- 12 months / 12,000 miles - Excessive tire wear due to track events, autocross, competition, etc. are not covered.

Brake Pads/Rotors

- 12 months / 12,000 miles - Excessive brake pad and rotor wear due to track events, autocross, competition, etc. are not covered. No warranty for noise complaints.

Adjustable Coil-over Shocks

- The factory warranty is 12 months / 12,000 miles. KW Suspensions has an extended supplier warranty up to 36 months or 36,000 miles. The warranty is not valid if modifications or improper adjustments are made to the factory settings.

KW automotive North America Inc.

1075 North Avenue

Sanger, CA 93657

Toll Free: 1-888-713-5566

Email: info@kwautomotive.com

http://www.kw-suspension.com/en/

ACKNOWLEDGEMENT

- The customer acknowledges that the dealer has provided him/her with basic instruction in the following areas, including the cautions, limitations and warranty coverage of this package.

Key areas:

- Overview / Limit Handling
- Aerodynamics
- Single Season Semi-Slick Tires
- Two-Piece Brake Rotors
- Brake Pads
- Adjustable Coil-over Shocks
- Warranty - Racing Not Covered

Customer Signature: _____

Dated: _____

Dealer Signature: _____

Dated: _____

Note to Dealer: Please photo copy this acknowledgement and retain a copy in your sales records.

24-HOUR TOWING ASSISTANCE - U.S. ONLY

- Dial toll-free 1-800-521-2779 or 1-800-363-4869 for Canadian residents.
- Provide your name, vehicle identification number and license plate number.
- Provide your location, including telephone number, from which you are calling.
- Briefly describe the nature of the problem and answer a few simple questions.
- You will be given the name of the service provider and an estimated time of arrival. If you feel you are in an “unsafe situation”, please let us know. With your consent, we will contact local police or safety authorities.

INSTRUMENT CLUSTER WARNING LIGHTS

(!) - Tire Pressure Monitoring System (TPMS) Light

- Each tire, including the spare (if provided), should be checked monthly, when cold and inflated to the inflation pressure recommended by the vehicle manufacturer on the vehicle placard or tire inflation pressure label. (If your vehicle has tires of a different size than the size indicated on the vehicle placard or tire inflation pressure label, you should determine the proper tire inflation pressure for those tires.)
- As an added safety feature, your vehicle has been equipped with a Tire Pressure Monitoring System (TPMS) that illuminates a low tire pressure telltale when one or more of your tires is significantly under-inflated. Accordingly, when the low tire pressure telltale illuminates, you should stop and check your tires as soon as possible, and inflate them to the proper pressure. Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle’s handling and stopping ability.
- Please note that the TPMS is not a substitute for proper tire maintenance, and it is the driver’s responsibility to maintain correct tire pressure, even if under-inflation has not reached the level to trigger illumination of the TPMS low tire pressure telltale.
- Your vehicle has also been equipped with a TPMS malfunction indicator to indicate when the system is not operating properly. The TPMS malfunction indicator is combined with the low tire pressure telltale. When the system detects a malfunction, the telltale will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists.
- When the malfunction indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended. TPMS malfunctions may occur for a variety of reasons, including the installation of replacement or alternate tires or wheels on the vehicle that prevent the TPMS from functioning properly. Always check the TPMS malfunction telltale after replacing one or more tires or wheels on your vehicle, to ensure that the replacement or alternate tires and wheels allow the TPMS to continue to function properly.

CAUTION!

The TPMS has been optimized for the original equipment tires and wheels. TPMS pressures and warning have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. Aftermarket wheels can cause sensor damage. Do not use tire sealant from a can, or balance beads if your vehicle is equipped with a TPMS, as damage to the sensors may result.

- Engine Temperature Warning Light

- This light warns of an overheated engine condition.
- If the light turns on and a warning chime sounds while driving, safely pull over and stop the vehicle. If the A/C system is on, turn it off. Also, shift the transmission into NEUTRAL and idle the vehicle. If the temperature reading does not return to normal, turn the engine off immediately.
- We recommend that you do not operate the vehicle or engine damage will occur. Have the vehicle serviced immediately.

WARNING!

A hot engine cooling system is dangerous. You or others could be badly burned by steam or boiling coolant. You may want to call an authorized service center for service if your vehicle overheats.

BRAKE - Brake Warning Light

- The Brake Warning light illuminates when there is either a system malfunction or the parking brake is applied. If the light is on and the parking brake is not applied, it indicates a possible brake hydraulic malfunction, brake booster problem or an Anti-Lock Brake System problem.
- We recommend you drive to the nearest service center and have the vehicle serviced immediately.

WARNING!

Driving a vehicle with the red brake light on is dangerous. Part of the brake system may have failed. It will take longer to stop the vehicle. You could have an accident. Have the vehicle checked immediately.

- Malfunction Indicator Light (MIL)

- Certain conditions, such as a loose or missing gas cap, poor fuel quality, etc., may illuminate the MIL after engine start. The vehicle should be serviced if the light stays on through several typical driving cycles. In most situations, the vehicle will drive normally and not require towing.
- If the MIL flashes when the engine is running, serious conditions may exist that could lead to immediate loss of power or severe catalytic converter damage. We recommend you do not operate the vehicle. Have the vehicle serviced immediately.

- Charging System Light

- This light shows the status of the electrical charging system. If the charging system light remains on, it means that the vehicle is experiencing a problem with the charging system.
- We recommend you do not continue driving if the charging system light is on. Have the vehicle serviced immediately.

- Oil Pressure Warning Light

- This light indicates low engine oil pressure. If the light turns on while driving, stop the vehicle and shut off the engine as soon as possible. A chime will sound for four minutes when this light turns on.
- We recommend you do not operate the vehicle or engine damage will occur. Have the vehicle serviced immediately.

- Anti-Lock Brake (ABS) Light

- This light monitors the Anti-Lock Brake System (ABS).
- If the light is not on during starting, stays on, or turns on while driving, we recommend you drive to the nearest service center and have the vehicle serviced immediately.

- Electronic Throttle Control (ETC) Light

- This light informs you of a problem with the Electronic Throttle Control (ETC) system.
- If a problem is detected, the light will come on while the engine is running. Cycle the ignition when the vehicle has completely stopped and the shift lever is placed in the PARK position; the light should turn off.
- If the light remains lit with the engine running, your vehicle will usually be drivable; however, see an authorized service center immediately. If the light is flashing when the engine is running, immediate service is required and you may experience reduced performance, an elevated/rough idle or engine stall and your vehicle may require towing.

- Airbag Warning Light

- If the light is not on during starting, stays on, or turns on while driving, have the vehicle serviced by an authorized service center immediately.

IF YOUR ENGINE OVERHEATS

- In any of the following situations, you can reduce the potential for overheating by taking the appropriate action.
  - On the highways — slow down.
  - In city traffic — while stopped, shift transmission into NEUTRAL, but do not increase engine idle speed.
  - In city traffic — while moving, shift into the highest gear possible to reduce engine RPM.

NOTE: There are steps that you can take to slow down an impending overheat condition:

- If your air conditioner (A/C) is on, turn it off. The A/C system adds heat to the engine cooling system and turning the A/C off can help remove this heat.
- You can also turn the Temperature Control to maximum heat, the Mode Control to floor and the Fan Control to high. This allows the heater core to act as a supplement to the radiator and aids in removing heat from the engine cooling system.
- If the temperature reading does not return to normal, turn the engine off immediately.
- We recommend that you do not operate the vehicle or engine damage will occur. Have the vehicle serviced immediately.

CAUTION!

Driving with a hot cooling system could damage your vehicle. If the temperature gauge reads HOT (H), pull over and stop the vehicle. Idle the vehicle with the air conditioner turned off until the pointer drops back into the normal range. If the pointer remains on HOT (H), and you hear continuous chimes, turn the engine off immediately and call for service.

WARNING!

You or others can be badly burned by hot engine coolant (antifreeze) or steam from your radiator. If you see or hear steam coming from under the hood, do not open the hood until the radiator has had time to cool. Never try to open a cooling system pressure cap when the radiator or coolant bottle is hot.

TIREFIT TIRE REPAIR

WARNING!

- Do not attempt to seal a tire on the side of the vehicle close to moving traffic. Pull far enough off the road to avoid the danger of being hit while using the TIREFIT kit.
- Replace (or repair) the original tire at the first opportunity and reinstall it on your vehicle. Failure to do so could result in loss of vehicle control.
- A loose TIREFIT kit thrown forward in an accident or hard stop, could endanger the occupants of the vehicle. Always stow the TIREFIT kit in the place provided.

TIREFIT Kit Location

- The TIREFIT kit is located in the trunk.

Preparations For TIREFIT Tire Repair

- Park on a firm, level surface. Avoid ice or slippery areas.
- Set the parking brake and shift the transmission into REVERSE.
- Turn the ignition to LOCK and turn on the Hazard Warning flasher.

TIREFIT Instructions

- TIREFIT will temporarily seal small punctures up to $\frac{1}{4}$ in.(6 mm) in the tire tread allowing you to drive your vehicle up to 100 mi (160 km) with a maximum speed of 55 mph (90 km/hr). TIREFIT can be used in outside temperatures down to approximately -4°F (-20°C).

NOTE: Do not remove foreign objects (e.g., screws or nails) from the tire.

- Verify that the valve stem is close to the ground.
- Put on the gloves from the TIREFIT Kit Accessory Storage Compartment.
- Turn the Mode Select knob to the Sealant Mode position .
- Remove the Yellow Cap from the fitting at the end of the Clear Sealant Hose.
- Remove the valve stem cap and screw the fitting at the end of the Clear Sealant Hose onto the valve stem.
- Insert the Power Plug into the vehicle's 12-volt power outlet.
- Start the engine and then press the Power button . The sealant (white fluid) will flow from the Sealant Bottle through the Clear Sealant Hose and into the tire.

NOTE:

- Sealant may leak out through the puncture in the tire.
- If the sealant (white fluid) does not flow within 0 – 10 seconds through the Clear Sealant Hose:
  - Press the Power button to turn OFF the TIREFIT kit.
  - Disconnect the Clear Sealant Hose and make sure the valve stem is free of debris.
  - Repeat previous steps to verify sealant will flow, making sure the Mode Select knob is in Sealant Mode .
- Continue to operate the pump until sealant is no longer flowing through the hose (typically takes 30 - 70 seconds). As the sealant flows through the Clear Sealant Hose, the pressure gauge can read as high as 70 psi. The pressure gauge will decrease quickly from approximately 70 psi to the actual tire pressure when the sealant bottle is empty.
- The pump will start to inject air into the tire immediately after the sealant bottle is empty. Continue to operate the pump and inflate the tire to the pressure indicated on the Tire and Loading Information label on the driver's side door opening. Check the tire pressure by looking at the pressure gauge.

NOTE: If the tire does not inflate to at least 26 psi pressure within 15 minutes, the tire is too badly damaged. Do not attempt to drive the vehicle further. Call for assistance.

- If the tire inflates to the recommended pressure or is at least 26 psi pressure within 15 minutes, press the Power button to turn off the TIREFIT kit.
- Remove the Speed Limit sticker from the top of the Sealant Bottle and place the sticker on the steering wheel.
- Immediately disconnect the Clear Sealant Hose from the valve stem, reinstall the Yellow Cap on the fitting at the end of the hose, and place the TIREFIT kit in the vehicle storage location. Quickly proceed to the next step.

CAUTION!

- The metal end fitting from the Power Plug and Cable may get hot after use and should be handled carefully.
- Failure to reinstall the Yellow Cap on the fitting at the end of the Clear Sealant Hose can result in sealant contacting your skin, clothing, and the vehicle's interior. It can also result in sealant contacting internal TIREFIT kit components which may cause permanent damage to the kit.

- Immediately after injecting sealant and inflating the tire, drive the vehicle 5 mi (8 km) or 10 minutes to ensure distribution of the TIREFIT Sealant within the tire. Do not exceed 55 mph (88 km/h).
- Pull over and repeat Preparations for Jacking or Tire Repair.
- Turn the Mode Select knob to the Air Mode position .
- Connect the Black Air Pump Hose to the valve stem.
- Check the pressure in the tire by reading the Pressure Gauge.

NOTE: If tire pressure is less than 19 psi, the tire is too badly damaged. Do not attempt to drive the vehicle further. Call for assistance.

- If the tire pressure is 19 psi or higher, press the Power button and inflate the tire to the pressure indicated on the Tire and Loading Information label on the driver's side door opening.
- Disconnect the TIREFIT kit from the valve stem and then reinstall the valve stem cap.
- Place the TIREFIT kit in its proper storage area in the vehicle.
- Have the tire inspected and repaired or replaced at the earliest opportunity at an authorized service center.

NOTE: When having the tire serviced, advise the authorized dealer or service center that the tire has been sealed using the TIREFIT service kit.

- Refer to the Owner's Manual on the DVD for Sealant Bottle and Hose Replacement.

WARNING!

Do not use TIREFIT or drive the vehicle under the following circumstances:

- If the cut or puncture in the tire tread is approximately 0.24 in (6 mm) or larger.
- If the tire has any sidewall damage.
- If the tire has any damage from driving with extremely low tire pressure.
- If the tire has any damage from driving on a flat tire.
- If the wheel has any damage.
- If you are unsure of the condition of the tire or the wheel.

WARNING!

- Keep TIREFIT away from any open flames or heat sources.
- TIREFIT is not a permanent flat tire repair. Have the tire inspected and repaired or replaced after using TIREFIT. Do not exceed 55 mph (90 km/h) until having the tire repaired or replaced.
- Take care not to allow the contents of TIREFIT to come in contact with hair, eyes, or clothing. TIREFIT is harmful if inhaled, swallowed, or absorbed through the skin; it causes skin, eye, and respiratory irritation. Flush immediately with plenty of water if there is any contact with eyes or skin. Change clothing as soon as possible if there is any contact with clothing.
- TIREFIT Sealant solution contains latex. In case of allergic reaction or rash, consult a physician immediately. Keep TIREFIT out of the reach of children. If swallowed, rinse mouth immediately with plenty of water and drink plenty of water. Do not induce vomiting! Consult a physician immediately.
- Use the gloves provided in the Accessory Storage Compartment when operating the TIREFIT kit.

JUMP-STARTING

WARNING!

Any procedure other than the following could result in:

- Personal injury caused by electrolyte squirting out the battery vent,
- Personal injury or property damage due to battery explosion,
- Damage to the charging system of the booster vehicle or of the immobilized vehicle.

WARNING!

- Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is in the ON/RUN position. You can be hurt by the fan.
- Battery fluid is a corrosive acid solution; do not allow battery fluid to contact eyes, skin or clothing. Do not lean over a battery when attaching clamps or allow the clamps to touch each other. If acid splashes in your eyes or on skin, flush the contaminated area immediately with large quantities of water.
- A battery generates hydrogen gas which is flammable and explosive. Keep flames or sparks away from the battery vent holes. Don't lean over the battery when attaching clamps or allow the clamps to touch each other.
- If the vehicle has a discharged battery, booster cables may be used to obtain a start from another vehicle. This type of start can be dangerous if done improperly, so follow this procedure carefully.
- Do not use a booster battery or any other booster source with an output that exceeds 12-volts (i.e., do not use a 24-volt power source).

- The battery is located underneath an access panel inside the rear compartment on the left side of the vehicle. A remote battery terminal is located in the engine compartment for jump-starting.
- Remove all metal jewelry, such as watch bands or bracelets, which might make an unintended electrical contact.

WARNING!

Do not permit vehicles to touch each other as this could establish a ground connection and personal injury could result.

- Park the booster vehicle within cable reach but without letting the vehicles touch. Set the parking brake on both vehicles, shift the transmission into NEUTRAL, and turn the ignition to LOCK.
- Turn off the heater, radio, and all unnecessary electrical loads.
- Remove the plastic cover from the remote jump-start positive post (+) in the engine compartment.

If You Are Jump-Starting Your Vehicle:

- Connect one end of a jumper cable to the positive (+) terminal on the booster battery. Connect the other end of the same cable to the remote jump-start positive post (+).
- Connect the other cable to the negative terminal on the booster battery. Connect the other end of the same cable to the ear of the thermostat housing on the engine in your vehicle. Make sure you have a good contact.

If You Are Jump-Starting Another Vehicle:

- Connect one end of a jumper cable to the remote jump-start positive post (+). Connect the other end of the same cable to the positive (+) terminal of the discharged battery.
- Connect the other cable to the ear of the thermostat housing on the engine in your vehicle. Connect the other end of the same cable to a good ground on the engine in the other vehicle. Make sure that you have a good contact.
- Start the engine in the vehicle which has the booster battery; let the engine idle a few minutes.

NOTE: The Vehicle Security Alarm System will prevent the engine from starting.

- Turn off the Vehicle Security Alarm System.
- Start the engine in the vehicle with the discharged battery. If engine does not start in 15 seconds, stop cranking engine and allow starter to cool down before cranking again.
- When removing the jumper cables, reverse the above sequence exactly. Be careful of the moving belts and fan.

WARNING!

During cold weather when temperatures are below the freezing point, electrolyte in a discharged battery may freeze. Do not attempt jump-starting because the battery could rupture or explode. The battery temperature must be brought up above the freezing point before attempting a jump-start.

TOWING A DISABLED VEHICLE

- Do not tow with sling type equipment. Only use flat bed equipment. Always comply with applicable state or local towing ordinances.

CAUTION!

Towing with equipment other than flat bed types may damage your vehicle.

FREEING A STUCK VEHICLE

- If your vehicle becomes stuck in mud, sand or snow, it can often be moved by a rocking motion. Turn your steering wheel right and left to clear the area around the front wheels. Then shift back and forth between REVERSE and 1st gear. Using minimal accelerator pedal pressure to maintain the rocking motion, without spinning the wheels, is most effective.

WARNING!

Fast spinning tires can be dangerous. Forces generated by excessive wheel speeds may cause tire damage or failure. A tire could explode and injure someone. Do not spin your vehicle's wheels faster than 30 mph (48 km/h) when you are stuck. Do not let anyone near a spinning wheel, no matter what the speed.

CAUTION!

- When “rocking” a stuck vehicle by moving between 1st and REVERSE, do not spin the wheels faster than 15 mph (24 km/h), or drivetrain damage may result.
- Revving the engine or spinning the wheels too fast may lead to transmission overheating and failure. It can also damage the tires. Do not spin the wheels above 30 mph (48 km/h) while in gear (no transmission shifting occurring).

EVENT DATA RECORDER (EDR)

- This vehicle is equipped with an event data recorder (EDR). The main purpose of an EDR is to record, in certain crash or near crash-like situations, such as an air bag deployment or hitting a road obstacle, data that will assist in understanding how a vehicle's systems performed. The EDR is designed to record data related to vehicle dynamics and safety systems for a short period of time, typically 30 seconds or less. The EDR in this vehicle is designed to record such data as:
  - How various systems in your vehicle were operating;
  - Whether or not the driver and passenger safety belts were buckled/fastened;
  - How far (if at all) the driver was depressing the accelerator and/or brake pedal; and,
  - How fast the vehicle was traveling.
- These data can help provide a better understanding of the circumstances in which crashes and injuries occur.

NOTE: EDR data are recorded by your vehicle only if a non-trivial crash situation occurs; no data are recorded by the EDR under normal driving conditions and no personal data (e.g. name, gender, age, and crash location) are recorded. However, other parties, such as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.

- To read data recorded by an EDR, special equipment is required, and access to the vehicle or the EDR is needed. In addition to the vehicle manufacturer, other parties such as law enforcement, that have the special equipment, can read the information if they have access to the vehicle or the EDR.

OPENING THE HOOD

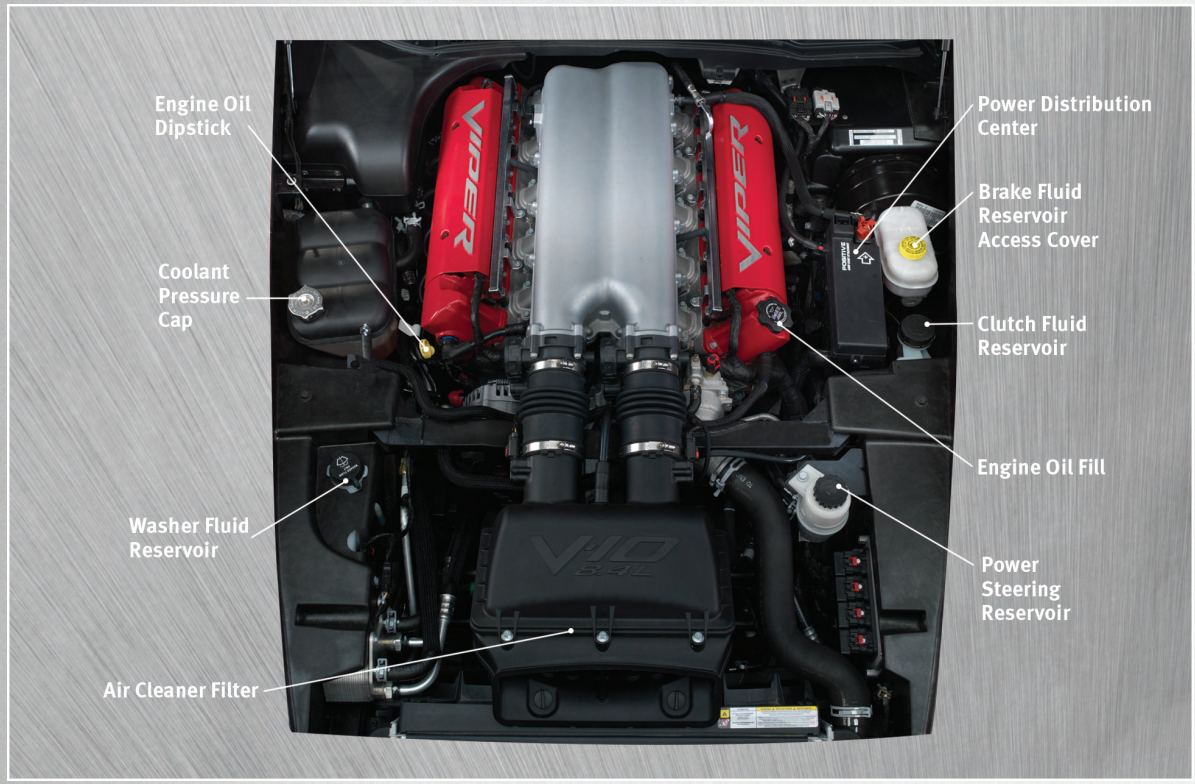
- Reach into the lower right grille opening and pull the primary hood latch forward.
- Raise the front of the hood slightly and push the safety catch handle to the right. The safety catch handle is located under the front edge of the hood.
- Assist props will raise the hood to a normal usage position. If greater access is required, the hood may be pushed up at the front, raising the hood beyond the initial opening height.
- To close, lower the hood until it is open approximately 6 in (15 cm) and then drop it. This should secure both latches.

WARNING!

Be sure the hood is fully latched before driving your vehicle. If the hood is not fully latched, it could open when the vehicle is in motion and block your vision. Failure to follow this warning could result in serious injury or death.

ENGINE COMPARTMENT

8.4L Engine



FLUIDS AND CAPACITIES

Component	Fluid, Lubricant, or Genuine Part	Capacities
Engine Coolant	MOPAR® Antifreeze/ Coolant Five Year/100,000 Mile Formula HOAT (Hybrid Organic Additive Technology) or equivalent.	16 Quarts (15 Liters). Includes heater and coolant recovery bottle filled to the MAX level.
Engine Oil with Filter	For best performance and maximum protection under all types of operating conditions, the manufacturer only recommends full synthetic engine oils that meet the requirements of Chrysler Material Standard MS-10725 and are approved to MB 229.3 or MB 229.5. The manufacturer recommends the use of a full synthetic 5W-40 or equivalent engine oil.	11 Quarts (10.4 Liters)
Fuel Selection	Premium Unleaded 91 Octane or higher	16 Gallons (60.6 Liters)
Engine Oil Filter	MOPAR® Engine Oil Filter or equivalent.	—
Spark Plugs	RE10PMC5 (Gap 0.050 in [1.27 mm])	—
Transmission	MOPAR® ATF+4® Automatic Transmission fluid or equivalent licensed ATF+4® product.	—
Rear Axle	MOPAR® Synthetic Gear and Axle Lubricant SAE 75W-140 or equivalent, with Limited Slip Additive Friction Modifier.	—
Brake Master Cylinder	MOPAR® Brake and Clutch Fluid DOT 4 Motor Vehicle or equivalent.	—
Power Steering Reservoir	MOPAR® Power Steering Fluid +4 or MOPAR® ATF+4® Automatic Transmission Fluid or equivalent licensed ATF+4® product.	—

MAINTENANCE CHART B

Miles:	3,000	6,000	9,000	12,000	15,000	18,000	21,000	24,000	27,000	30,000	33,000	36,000	39,000
Or Months:	3	6	9	12	15	18	21	24	27	30	33	36	39
Or Kilometers:	5,000	10,000	15,000	20,000	25,000	30,000	35,000	40,000	45,000	50,000	55,000	60,000	65,000
Change the engine oil and engine oil filter.	X	X	X	X	X	X	X	X	X	X	X	X	X
Rotate the tires.		X		X		X		X		X		X	
Inspect and replace the engine air cleaner filter, if necessary.					X					X			
Inspect the transmission fluid.				X						X		X	
Inspect the brake linings.				X				X				X	
Change the rear axle fluid.				X				X				X	
Change the brake fluid.				X								X	
Lubricate the front and rear suspension ball joints.					X					X			
Change the transmission fluid.								X					
Inspect and replace the PCV valve, if necessary.										X			
Change the brake and clutch fluid.								X					

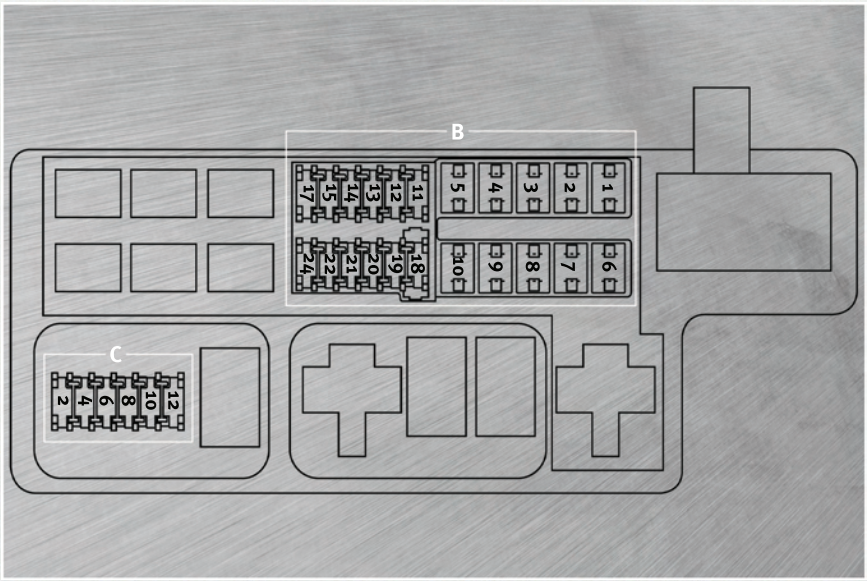
- Refer to the Owner's Manual on the DVD for the complete maintenance schedule and maintenance schedule "A" if you are not driving under any of the severe duty conditions shown for schedule B.

Maintenance Record

	Odometer	Date	Signature, Authorized Service Center
3,000 Miles (5,000 km) or 3 Months			
6,000 Miles (10,000 km) or 6 Months			
9,000 Miles (15,000 km) or 9 Months			
12,000 Miles (20,000 km) or 12 Months			
15,000 Miles (25,000 km) or 15 Months			
18,000 Miles (30,000 km) or 18 Months			
21,000 Miles (35,000 km) or 21 Months			
24,000 Miles (40,000 km) or 24 Months			
27,000 Miles (45,000 km) or 27 Months			
30,000 Miles (50,000 km) or 30 Months			
33,000 Miles (55,000 km) or 33 Months			
36,000 Miles (60,000 km) or 36 Months			
39,000 Miles (65,000 km) or 39 Months			

FUSES

Power Distribution Center (PDC)



- The Power Distribution Center is located in the engine compartment on the driver's side of the vehicle. This center contains fuses and relays.

Cavity	Cartridge Fuse	Mini-Fuse	Description
B1	40 Amp Green		Blower Motor
B2	40 Amp Green		Anti-Lock Brakes (ABS) Pump Feed/Starter
B3	30 Amp Pink		Body Control Module (BCM) – Battery Feed
B4	20 Amp Blue		Amplifier
B5	30 Amp Pink		Ignition Switch Run/ Accessory Feed – Windows
B6	40 Amp Green		Body Control Module (BCM) – Battery Feed
B7	30 Amp Pink		Anti-Lock Brakes (ABS) Module
B8	30 Amp Pink		Ignition Switch Run/ Accessory Feed
B9	40 Amp Green		Headlights
B10	30 Amp Pink		Ignition Switch Run Feed
B11		20 Amp Yellow	Auto Shutdown Relay (ASD)
B12		20 Amp Yellow	Cigar Lighter
B13		15 Amp Blue	Hazard Flasher

Cavity	Cartridge Fuse	Mini-Fuse	Description
B14		20 Amp Yellow	Auto Shutdown Relay (ASD)
B15		25 Amp Clear	Rear Window Defogger (EBL)
B17		20 Amp Yellow	Power Outlet
B18		15 Amp Blue	Ignition Off Draw (IOD)
B19		15 Amp Blue	Horn
B20		15 Amp Blue	Air Conditioning (A/C) Clutch Relay
B21		15 Amp Blue	Stop Light Switch
B22		25 Amp Clear	Fuel Pump/Powertrain Control Module (PCM)
B24		10 Amp Red	Airbag
C2		15 Amp Blue	Ignition Run/Start Relay Feed
C4		15 Amp Blue	Gauges
C6		10 Amp Red	Airbag
C8		20 Amp Yellow	Wiper Switch
C10		20 Amp Yellow	Left HID Headlight
C12		20 Amp Yellow	Right HID Headlight

TIRE PRESSURES

- Check the inflation pressure of each tire, including the spare tire, at least monthly and inflate to the recommended pressure for your vehicle.
- The tire pressures recommended for your vehicle are found on the “Tire and Loading Information” label located on the driver’s side door opening.

NOTE: Refer to the Owner's Manual on the DVD for more information regarding tire warnings and instructions.

WARNING!

Overloading of your tires is dangerous. Overloading can cause tire failure, affect vehicle handling, and increase your stopping distance. Use tires of the recommended load capacity for your vehicle. Never overload them.

WARNING!

Improperly inflated tires are dangerous and can cause accidents. Under-inflation is the leading cause of tire failure and may result in severe cracking, component separation, or “blow out”. Over-inflation reduces a tire’s ability to cushion shock. Objects on the road and chuck holes can cause damage that results in tire failure. Unequal tire pressures can cause steering problems. You could lose control of your vehicle. Over-inflated or under-inflated tires can affect vehicle handling and can fail suddenly, resulting in loss of vehicle control.

WHEEL AND WHEEL TRIM CARE

- All wheels and wheel trim, especially aluminum and chrome plated wheels, should be cleaned regularly with a mild soap and water to prevent corrosion.
- To remove heavy soil and/or excessive brake dust, use MOPAR® Wheel Cleaner or equivalent or select a non-abrasive, non-acidic cleaner.

CAUTION!

Do not use scouring pads, steel wool, a bristle brush, or metal polishes. Do not use oven cleaner. These products may damage the wheel's protective finish. Avoid automatic car washes that use acidic solutions or harsh brushes that may damage the wheel's protective finish. Only MOPAR® Wheel Cleaner or equivalent is recommended.

EXTERIOR BULBS

LIGHT BULBS – Exterior	**Bulb Number**
Low/High Beam High Intensity Discharge (HID) Headlamp	Serviced At Authorized Dealer Only
Auxiliary High Beam Headlamp	(HB3A) 9005XS
Front Park/Turn Signal Lamp	3157AK
Fog Lamp	(H10 U) 9145
Front Side Marker Lamp	2886X
Center High Mounted Stop Lamp (CHMSL)	LED (Not Serviceable)
Tail/Stop/Turn Signal Lamp (Coupe Only)	3157
Tail/Stop Lamp (Convertible Only)	3157
Tail Lamp (Convertible Only)	194
Rear Turn Signal Lamp (Convertible only)	3457AK
License Lamp	W5W
Rear Marker Lamp	194
Backup Lamp	3157

VEHICLE STORAGE

We recommend that you follow these guidelines for storing your vehicle for extended periods.

- Fill the fuel tank. This will prevent water condensation inside the tank. If you plan to store your vehicle more than two months, add an anti-oxidant fuel stabilizer to the fuel tank.
- Change the oil to remove any corrosive combustion related acids in the crankcase.
- Check that the radiator coolant level of protection is to at least -20°F (-29°C).
- Make sure that all tires are inflated to the optimum pressure.
- Wash and wax the vehicle to protect the finish.
- Store the vehicle in a dry, well-ventilated location.
- Move the wiper blades away from the windshield.
- Block the wheels. Do not apply the parking brake.
- Cut blocks of plywood about the same size of the tires. Cover each block with indoor/outdoor carpeting and place them between the tires and concrete. This will prevent tire flat spotting.
- For long-term storage, remove the tires and put the vehicle up on blocks. Stack the tires on plywood and cover with a tarp to prevent flat spotting.
- If the vehicle will be subjected to freezing temperatures, either remove the battery and store it in a dry, well ventilated area or connect a trickle charger (1.5 Amp) with automatic shutdown / overcharge protection to the battery. However, do not leave the trickle charger hooked up to the battery without being plugged in to a 110 Volt AC outlet, as this will result in further drain on the vehicle's battery. If the vehicle is not going to be driven in the next three weeks, perform the battery recharge procedure in the Service Manual. Then, either disconnect the battery at the negative terminal or use the “Battery Save Feature” to conserve battery power.

NOTE: Disconnecting the battery causes the engine control system to lose memory of some “learned” functions. After reconnecting the battery, the engine may run rough until the control module “relearns” these functions. Using the Battery Save Feature will prevent the engine controller from loosing its memory.

CAUTION!

Use care when disconnecting the remote positive cable. It is connected to the battery and can short out to any metal on the vehicle. Always tape or wrap the exposed cable end to prevent electrical shorts.

- Check the battery every four to six weeks to ensure that the voltage is above 12.40 Volts. The voltage will drop more rapidly in hot temperatures. If battery voltage drops below 12.40 Volts, follow the battery recharge procedure in the Service Manual.

NOTE: To help prevent the battery from discharging during shorter periods of inactivity, perform the following:

- Make sure that the trunk/liftgate, hood, doors, windows, and convertible top are completely closed.
- Make sure that Key Fob is operating and that the battery is good.
- Make sure that the HOOD, TRUNK/LIFTGATE, and DOOR switches are in adjustment. Perform the quick system check, which follows:
- Use the remote transmitter to set the alarm. If the alarm SET light comes on and flashes, the system is operating properly. If not, there is a problem with a switch or the system. See your authorized dealer for service.
- Cover the vehicle whenever possible to prevent accidental damage to the finish.

CHRYSLER GROUP LLC CUSTOMER CENTER

P.O. Box 21–8004

Auburn Hills, MI 48321–8004

Phone: 1–800–423–6343

CHRYSLER CANADA INC. CUSTOMER CENTER

P.O. Box 1621

Windsor, Ontario N9A 4H6

Phone: 1–800–465–2001

ASSISTANCE FOR THE HEARING IMPAIRED

- To assist customers who have hearing difficulties, the manufacturer has installed special TDD (Telecommunication Devices for the Deaf) equipment at its customer center. Any hearing or speech impaired customer, who has access to a TDD or a conventional teletypewriter (TTY) in the United States, can communicate with the manufacturer by dialing 1–800–380–CHRY. Canadian residents with hearing difficulties that require assistance can use the special needs relay service offered by Bell Canada. For TTY teletypewriter users, dial 711 and for Voice callers, dial 1–800–855–0511 to connect with a Bell Relay Service operator.

WARNING!

Engine exhaust, some of its constituents, and certain vehicle components contain, or emit, chemicals known to the State of California to cause cancer and birth defects, or other reproductive harm. In addition, certain fluids contained in vehicles and certain products of component wear contain, or emit, chemicals known to the State of California to cause cancer and birth defects, or other reproductive harm.

PUBLICATIONS ORDERING

- **If you are the first registered retail owner of your vehicle,** you may obtain one free printed copy of the Owner's Manual, Warranty Booklet or Radio Manuals on your DVD by calling 1–800–423–6343 (U.S.) or 1–800–387–1143 (Canada) or by contacting your dealer.
- Replacement User Guides or DVDs or, if you prefer, additional printed copies of the Owner's Manual, Warranty Booklet or Radio Manuals may be purchased by visiting www.techauthority.com or by calling 1–800–890–4038 (U.S.) or 1–800–387–1143 (Canada). Visa, Master Card, American Express and Discover orders are accepted. If you prefer mailing your order, please call the above numbers for an order form.

NOTE: A street address is required when ordering manuals (no P.O. Boxes).

NOTE:

- The Owner's Manual and User Guide electronic files are also available on the Chrysler, Jeep and Dodge websites.
- Click on the "For Owners" tab, select "Owner/Service Manuals", then select your desired model year and vehicle from the drop down lists.

REPORTING SAFETY DEFECTS IN THE 50 UNITED STATES AND WASHINGTON, D.C.

- If you believe that your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying the manufacturer.
- If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your authorized dealer, and the manufacturer.
- To contact NHTSA, you may either call the Auto Safety Hotline toll free at 1–888–327–4236 (TTY: 1–800–424–9153), or go to http://www.safercar.gov; or write to: Administrator, NHTSA, 1200 New Jersey Avenue, SE., West Building, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

In Canada

- If you believe that your vehicle has a safety defect, you should contact the Customer Service Department immediately. Canadian customers who wish to report a safety defect to the Canadian government should write to: Transport Canada, Motor Vehicle Defect Investigations and Recalls, 2780 Sheffield Road, Ottawa, Ontario K1B 3V9.

TIRE WARRANTY

Tire Limited Warranty And Adjustment Policy

- When a tire is removed from service due to a covered warranty condition under a tire manufacturer's "Limited Warranty Program", you may be eligible for a free tire replacement or a comparable new tire on a "prorated basis".
- Certain conditions, such as irregular wear or tire damage due to road hazards, collision, improper inflation, intentional alteration, and misuse, are excluded from the Limited Warranty Program. The Limited Warranty Program expires when your tires either wear to a specified tread depth, and/or after a period of time from the date of purchase, as stated in the Tire Warranty on the DVD.

NOTE: Refer to the Tire Warranty on the DVD for specific information relating to the manufacturer's limited warranty for the tires installed on your vehicle. If you have any questions regarding the limited tire warranty coverage, contact your local authorized dealer or your local authorized tire dealer.

Disclaimer:

- THE TIRE MANUFACTURER'S LIMITED WARRANTY PROGRAM, THE DETAILS OF WHICH CAN BE FOUND ON THE OWNERS MANUAL DVD, THE TIRE MANUFACTURER'S WEBSITE OR AT ANY AUTHORIZED SERVICE CENTER ARE IN LIEU OF ALL OTHER REMEDIES OR WARRANTIES, EXPRESS OR IMPLIED, ARISING BY LAW OR OTHERWISE, INCLUDING FITNESS FOR A PARTICULAR PURPOSE OR MERCHANTABILITY. THE TIRE MANUFACTURER EXPRESSLY DISCLAIMS LIABILITY FOR INDIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOST PROFIT, LOSS OF BUSINESS, LOSS OF GOODWILL, LOSS OF REPUTATION, PUNITIVE OR ANY OTHER DAMAGE, COST OR LOSS OF ANY KIND. SOME STATES AND PROVINCES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

WARNING!

NOTE: Refer to the Owner's Manual on the DVD for complete warning information that could prevent accidents, injuries and even deaths.

WARNING!

Death, serious injury and/or property damage may result from:

- Tire failure due to impact damage and/or improper maintenance.

(Continued)

WARNING! (Continued)

- Tires should be inspected regularly by a qualified technician for signs of damage, such as punctures, impacts, under-inflation or overloading.
- Progressive air loss may result from punctures, cuts, curbing, impacts or partial bead unseating.

Some fitment causes for air loss are:

- Incomplete bead seating.
- Bead tearing caused by a machine tool due to insufficient lubrication or improper adjustment.
- Leaking valve core or rubber valve components (these should be replaced when problems are detected and whenever tires are replaced).
- Tire failure due to improper repairs.
- See Rubber Manufacturer's Association (RMA) established repair procedures at www.rma.org for information on proper repair procedures. Never perform a temporary repair or use an inner tube as a substitute for a proper repair. Only qualified persons should repair tires.
- Explosion of tire/rim assembly due to improper mounting.
- Only specially trained persons should mount tires.
- Failure to mount tires on approved rims.
- Failure to deflate single or dual assemblies completely before demounting.

Using Lift Kits

- Use of lift kits with some vehicle/tire combinations can cause instability or loss of control. When changing tire sizes, always consult an installer for optimum rim width and carefully check vehicle/tire clearances.

Check Your Tires For Damage

- Frequent (at least monthly) inspection of your tires for signs of damage, uneven tread wear and their general condition is important for safety. Impacts, penetrations, cracks, knots, bulges or air loss always require tire removal and expert inspection.

Tire Service Life

- The service life of a tire is dependent upon varying factors including, but not limited to, your driving style, tire pressure and distance driven.

WARNING!

Tires and the spare tire should be replaced after six years, regardless of the remaining tread. Failure to follow this warning can result in sudden tire failure. You could lose control and have an accident resulting in serious injury or death.

- Keep dismounted tires in a cool, dry place with as little exposure to the light as possible.
- Protect tires from contact with oil, grease, and gasoline.

NOTE: All tire warranties are made by the tire manufacturer. Tires are not covered under your Chrysler New Vehicle Limited Warranty.

MOPAR® ACCESSORIES

- The following highlights just some of the authentic Dodge Accessories by MOPAR® that have been engineered to customize your Dodge Viper.
- To see the full line of accessories, stop by your dealer or visit MOPAR.com.

WHEELS:

- 18" x 10" polished, five spoke, aluminum front wheel
- 19" x 13" polished, five spoke, aluminum rear wheel
- Wheel Locks

EXTERIOR:

- Rear accent panels, black paintable
- Coupe vehicle cover with Viper logo
- Soft-Top tonneau for SRT-10 roadster
- Front end cover with stitched Viper logo
- Convertible vehicle cover with Viper logo

INTERIOR:

- Katzkin – leather interior, premium or tuscany leather
- Centerstack/shifter surrounding, silver
- Centerstack/shifter surrounding, black
- Door sill guards
- Centerstack/shifter surrounding, carbon fiber pattern

ELECTRONICS:

- Ipod® Interface Kit
- Portable Navigation – Garmin® Model 1490T
- Portable Navigation – Garmin® Model 1250
- RB1 Navigation Radio
- Portable Navigation – Garmin® Model 1350

iPod® is a registered trademark of Apple, Inc.

Garmin® is a registered trademark of Garmin Ltd. or its subsidiaries.

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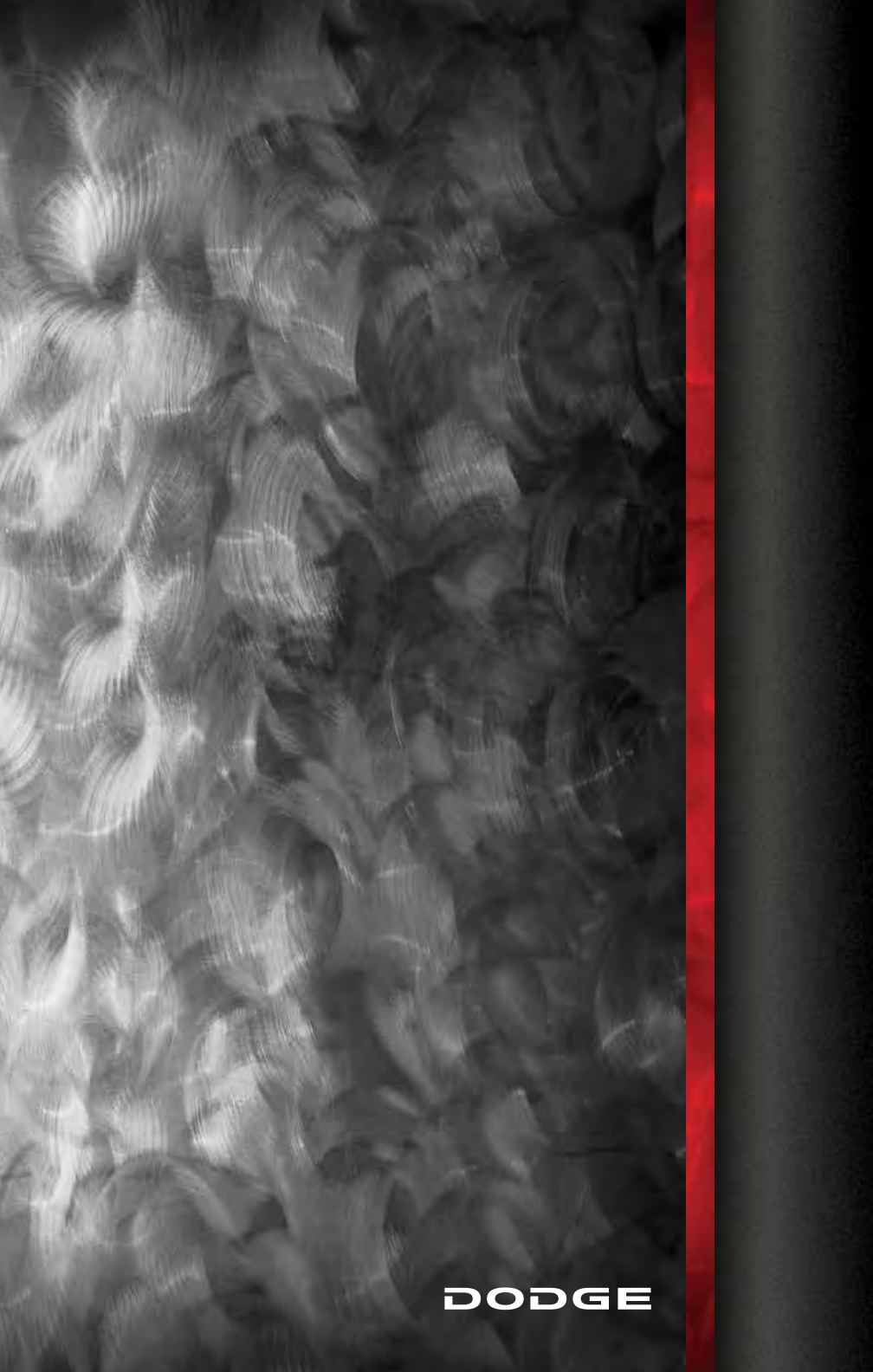
DODGE

VIPER SRT-10

DODGE.com

This guide has been prepared to help you get quickly acquainted with your new Dodge and to provide a convenient reference source for common questions. However, it is not a substitute for your Owner's Manual.

For complete operational instructions, maintenance procedures and important safety messages, please consult your Owner's Manual, Navigation/Media Center Manuals, and other Warning Labels in your vehicle.

Not all features shown in this guide may apply to your vehicle. For additional information on accessories to help personalize your vehicle, visit www.mopar.com or your local Dodge dealer.

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Viper
Second Printing
User Guide