

ALL-NEW 06 DODGE CHARGER

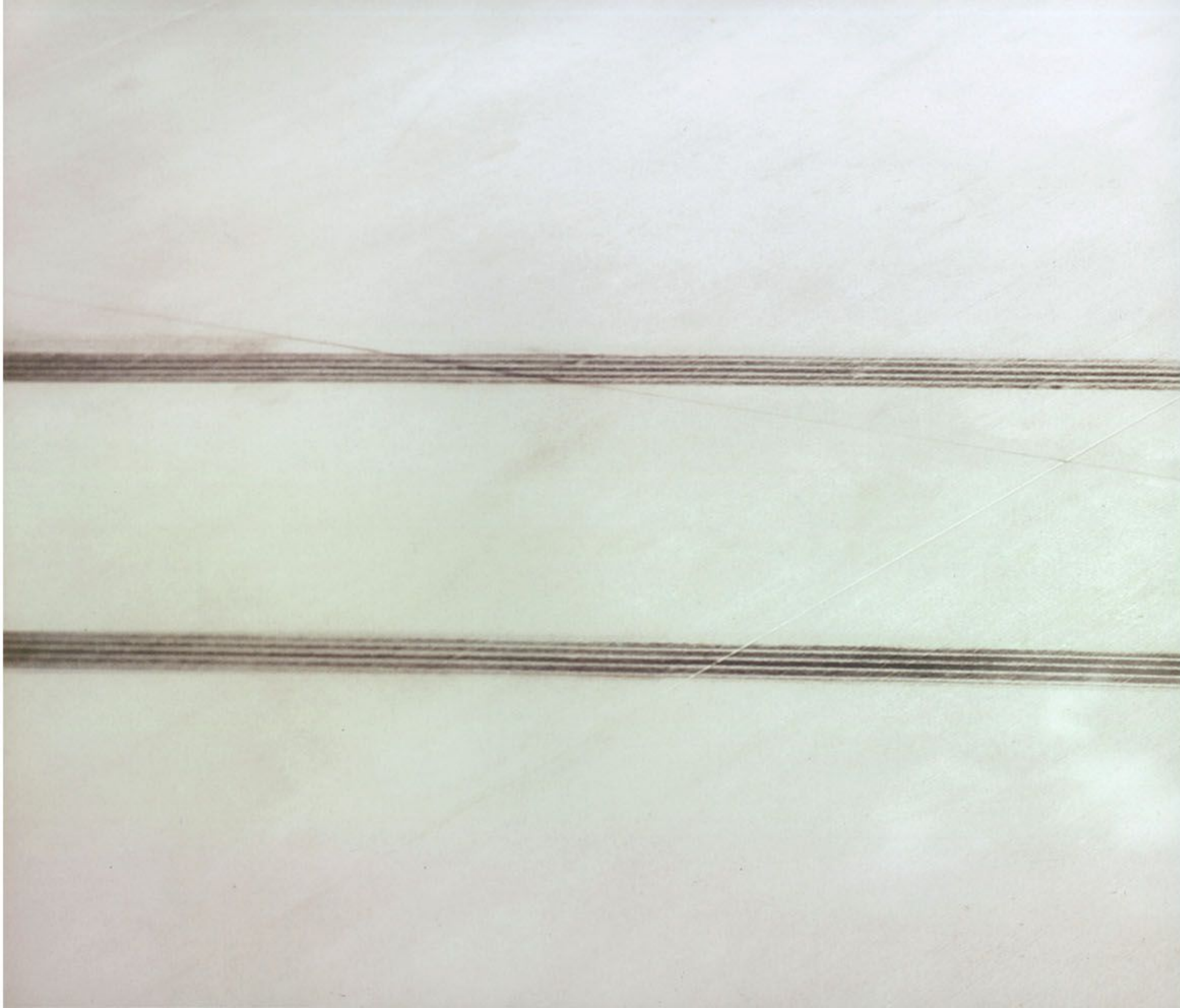






DAYTONA

R/T





CHARGER R/T IN INFERNO RED CRYSTAL PEARL.

HEMI[®]stry 101 THE ALL-NEW DODGE CHARGER.



It began with molten steel, poured into a casting and machined to critical tolerances, and ended up a

legend. It is the HEMI[®] head. Its domed combustion chambers, dedicated intake and exhaust rocker shafts and center-bored spark plugs were

born to innovate over 50 years ago. While the unbridled

muscle of the early HEMI engines was essentially a

well-timed symphony of eight battleship guns,

today's twin-plug HEMI engines school the

competition with a combination of brutal horsepower

and brilliant refinement. » The modern 5.7-liter HEMI V8

benches 340 horsepower (350 horsepower for Daytona R/T) and

390 lb-ft of torque via aluminum cylinder heads with milled hemispherical

cylinder chambers (fig. A). While the modern incarnation of one of the most intimidating

engine options in muscle car history delivers the kind of performance numbers that

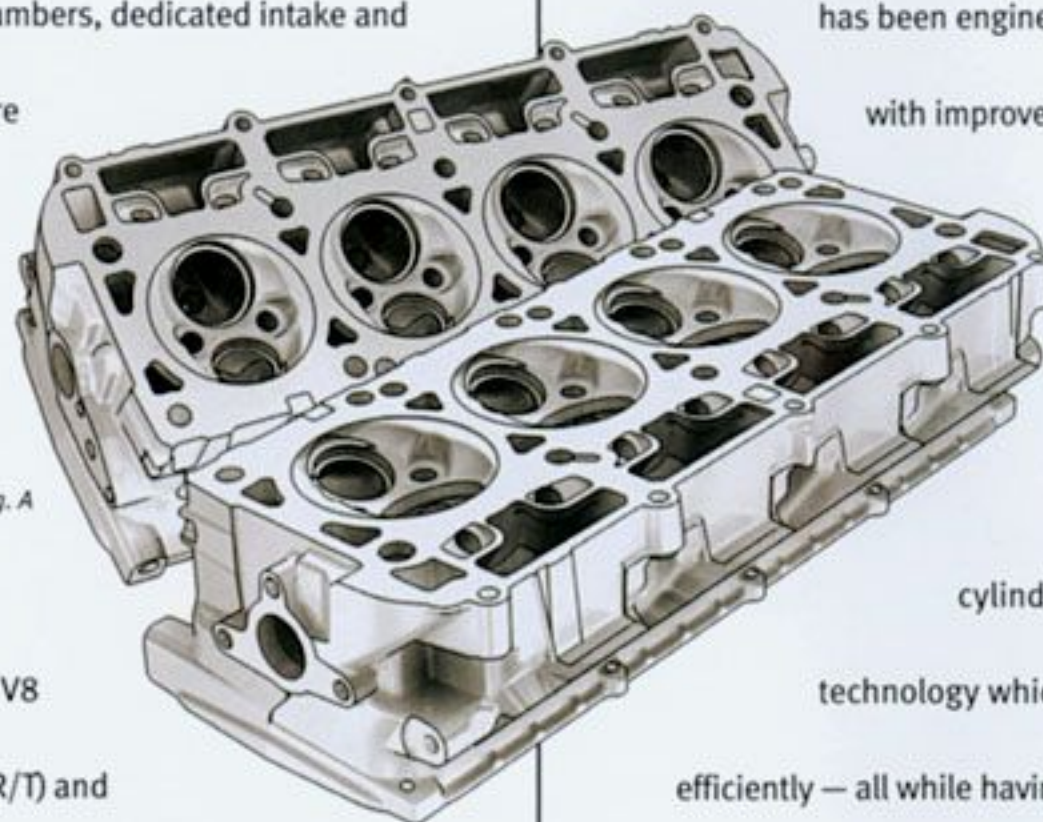


fig. A

fueled the HEMI fame, it was also designed to deliver numbers that previous HEMI engines couldn't. The modern 5.7-liter HEMI V8 with Multiple Displacement System (MDS)

has been engineered to deliver reduced noise, vibration and harshness

with improved fuel economy* of up to 20 percent. » Designed into the

latest incarnation of the HEMI from the very onset, the

MDS uses sophisticated algorithms that work in

conjunction with the Electronic Throttle Control to allow

the HEMI engine to transparently transition from eight

cylinders to four in 40 milliseconds (0.04 seconds). It is a

technology which allows an at-speed HEMI equipped Charger to cruise

efficiently — all while having four cylinders waiting in the wings, poised to fire the

instant the call comes down. It's an innovation that gives drivers full HEMI power as soon

as their foot hits the pedal. When it comes to technology and performance, HEMI engines

continue to rule the road and the track. *17 city, 25 highway EPA est. mpg for 5.7L HEMI V8.



6.1-LITER HEMI BLOCK

Bored to 6.1-liters and reinforced at critical points, the SRT8 HEMI V8 block features oil

squirters and a modified water jacket. Cranking out 425 horsepower with a 10.3:1 compression ratio, the block is clad in Hemi Orange from the original paint code.



6.1-LITER HEMI INDUCTION

SRT engineers optimized airflow in the new aluminum intake manifold with a revised air cleaner

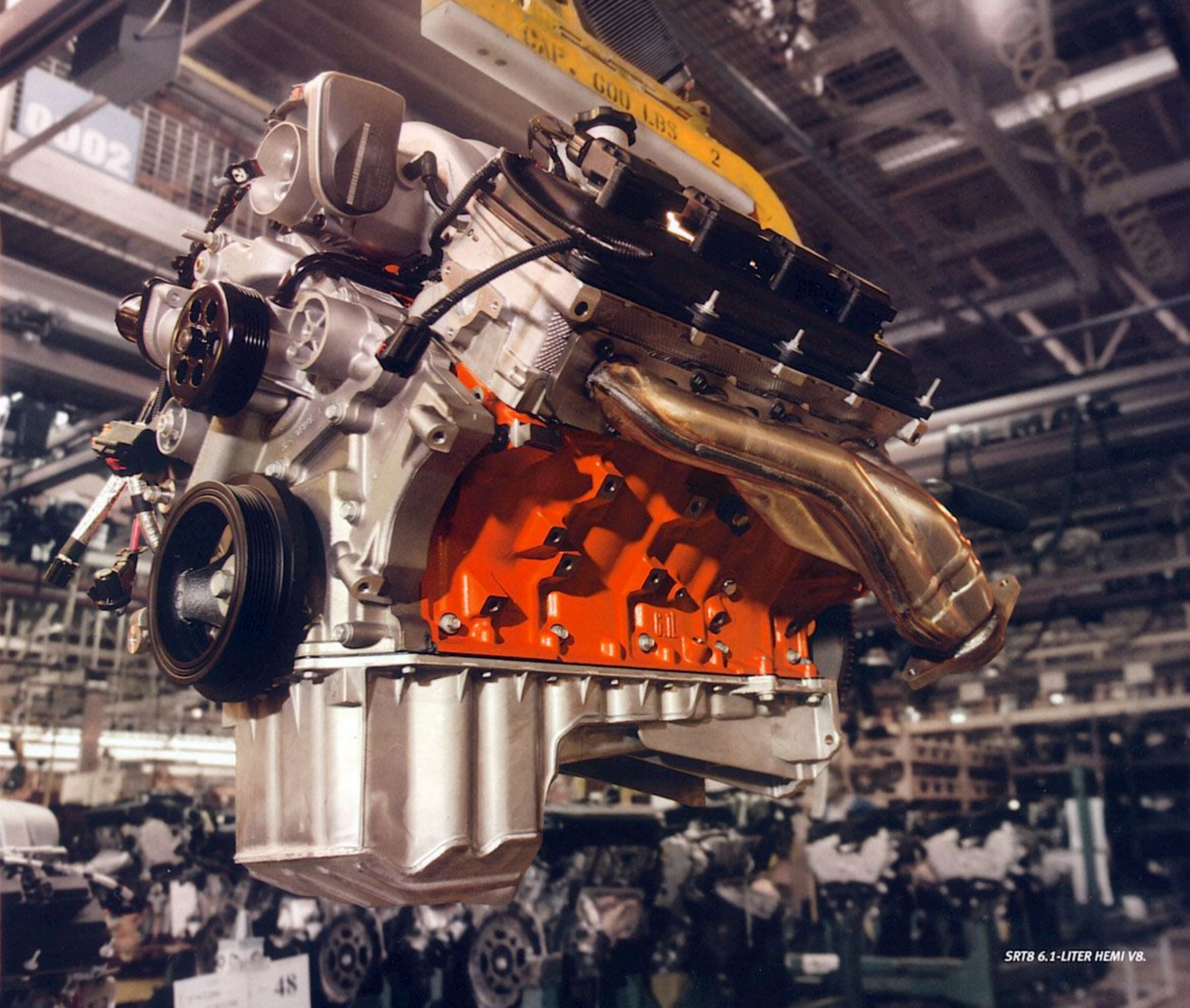
opening, larger intake ports and valves, and increased cam lobe lifts and durations. The air cleaner housing opening has been optimized to sculpt the shape of the airflow.



6.1-LITER TUBULAR EXHAUST

Crafted of stainless steel, the SRT8's tubular exhaust provides a dedicated exhaust exit for

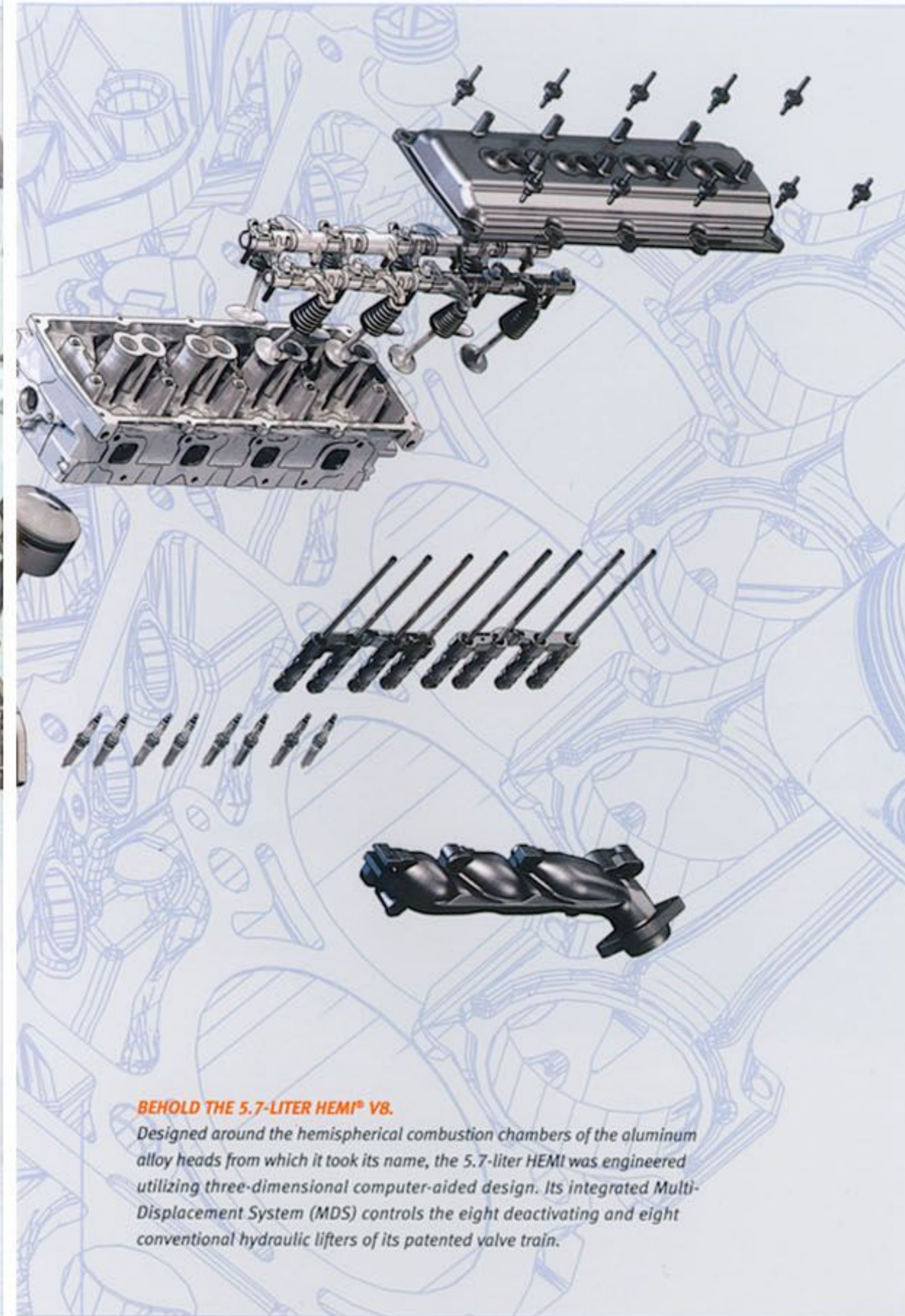
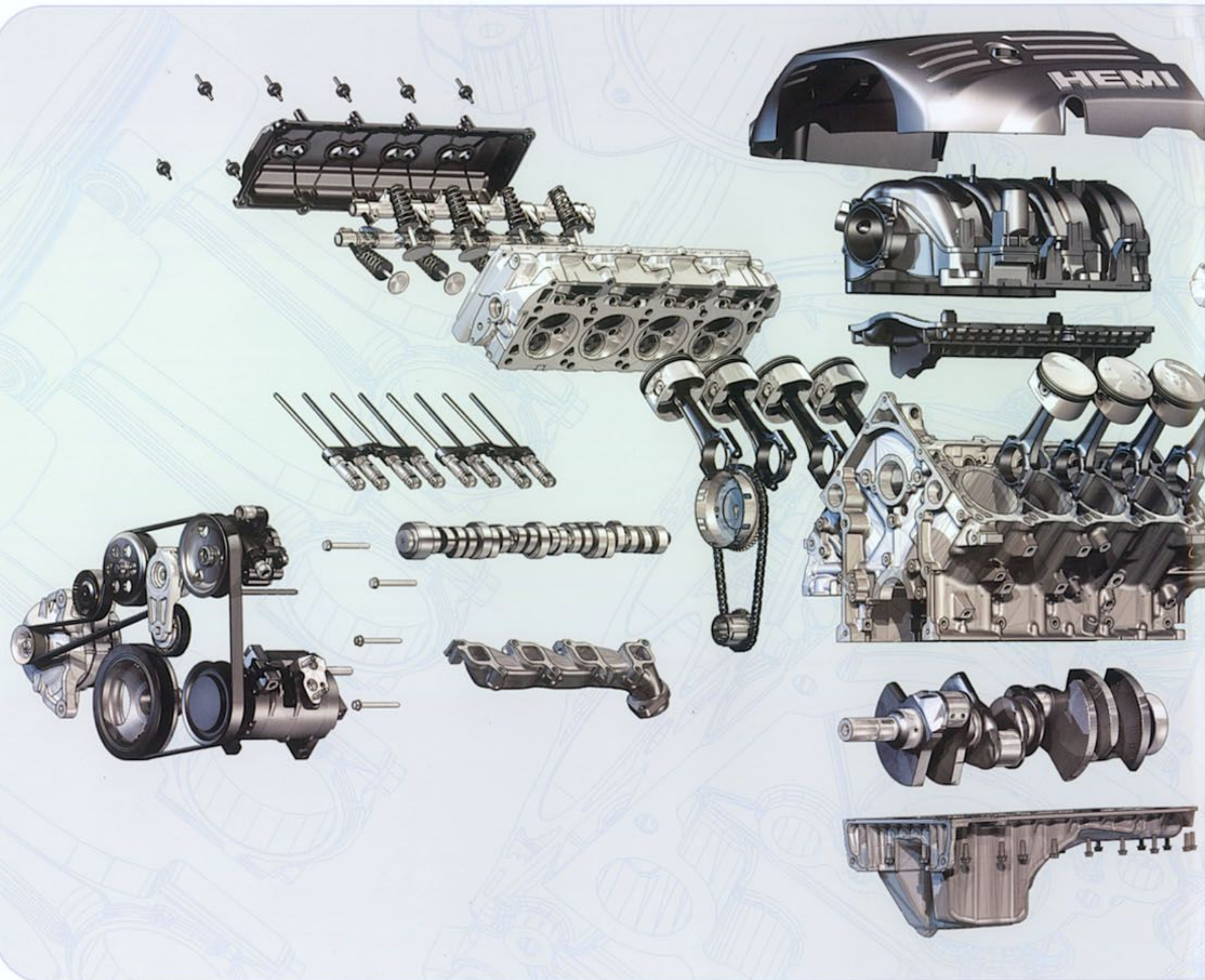
each cylinder, reducing pressure buildup. At high rpms, the high-velocity flow creates a vacuum that pulls exhaust gasses out of each cylinder, increasing engine efficiency.



SRT8 6.1-LITER HEMI V8.



CHARGER SRT8 IN BRILLIANT BLACK CRYSTAL PEARL.



BEHOLD THE 5.7-LITER HEMI® V8.
 Designed around the hemispherical combustion chambers of the aluminum alloy heads from which it took its name, the 5.7-liter HEMI was engineered utilizing three-dimensional computer-aided design. Its integrated Multi-Displacement System (MDS) controls the eight deactivating and eight conventional hydraulic lifters of its patented valve train.



5-SPEED AUTOSTICK® TRANSMISSION
 Charger's adaptive 5-speed AutoStick® transmission offers fully automatic or clutchless, manual gear range selections. Whether in the fully automatic or driver-interactive manual control mode, the Electronically Modulated Converter Clutch (EMCC) delivers smooth shifting and improved low-end and launch torque. Besides shift feel, the EMCC improves fuel economy and overall driveability.



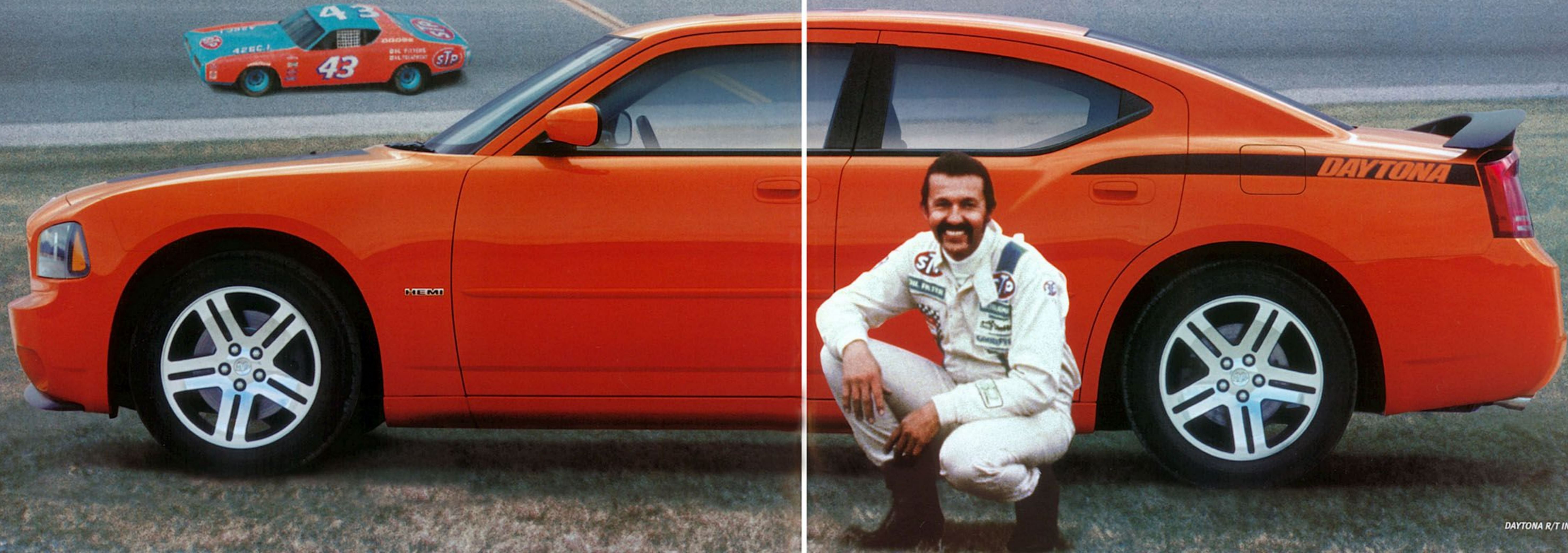
REAR DIFFERENTIAL
 The rear-wheel-drive system mates the driveshaft to a cradle-mounted differential with two half-shafts. By eliminating a set of gears, Charger's rear-wheel-drive system is more efficient than front-wheel-drive. The differential employs a fully synthetic lubricant which is designed to last the lifetime of the vehicle in typical service.





CHARGER SXT IN INFERNO RED CRYSTAL PEARL AND CHARGER R/T IN BRILLIANT BLACK CRYSTAL PEARL.

RICHARD PETTY'S DAYTONA 500-WINNING 1973 CHARGER.



DAYTONA R/T IN Go ManGo!



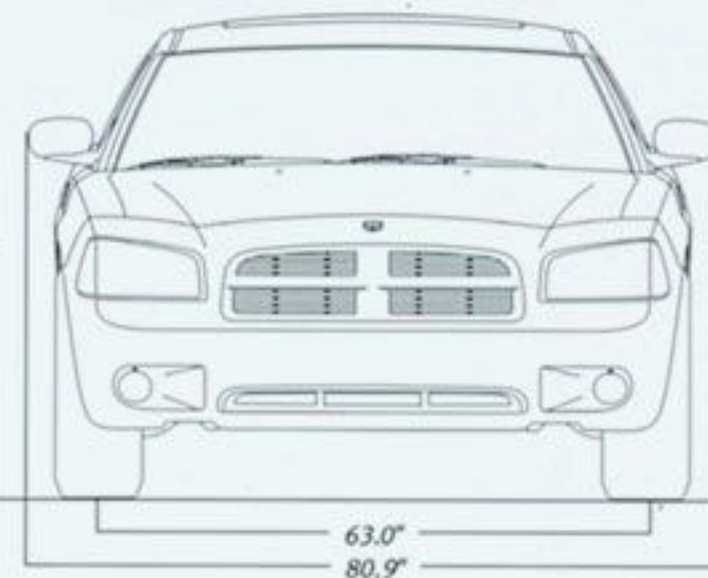
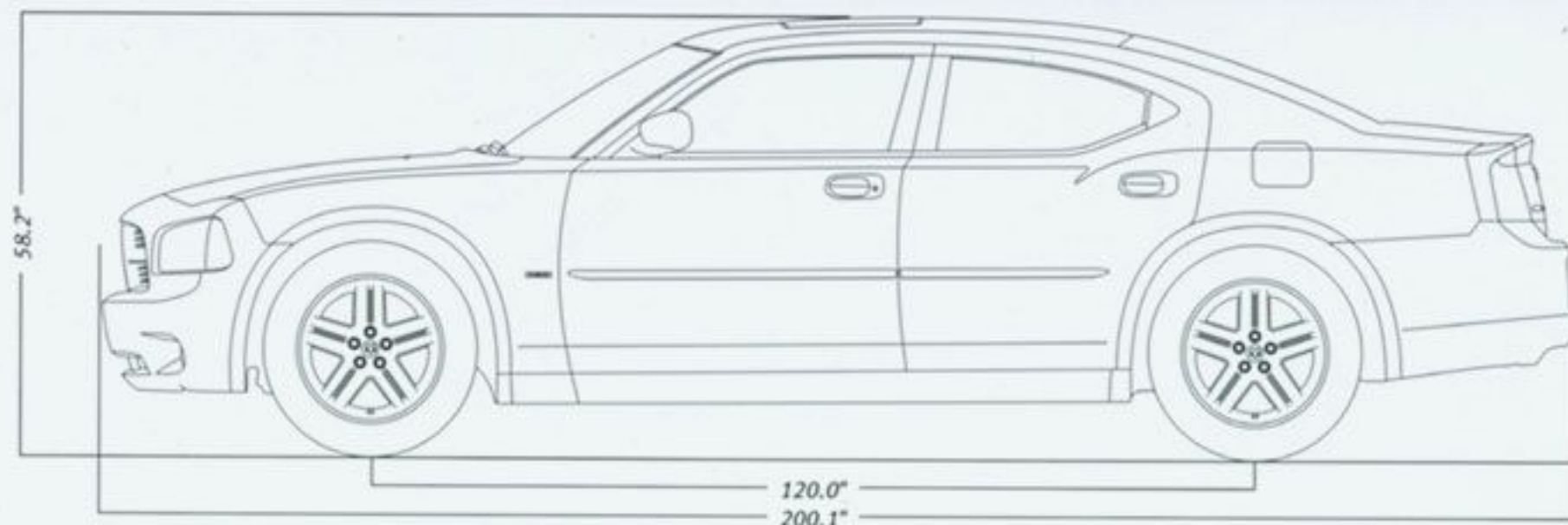
CHARGER R/T FEATURES ELECTROLUMINESCENT CLUSTER TECHNOLOGY, SHOWN WITH AVAILABLE AM/FM/6-DISC CD RADIO WITH DVD-BASED GPS NAVIGATION AND MP3.





ALL-NEW 2006 DODGE CHARGER. » Within Charger's cockpit, bold black-on-white gauge faces emit a cool blue/green luminescence when lit. The R/T instrument cluster features a 160-mph speedometer and Electronic Vehicle Information Center. The integrated steering wheel system control buttons allow for hands-on control. Charger techs out with many features including an available DVD-based GPS Navigation System, center console armrest-mounted DVD Video Entertainment System™ (VES), UConnect™ voice-activated and hands-free communication system using Bluetooth™ technology and available SIRIUS Satellite Radio. Stretch out, or stretch your cargo space with leather-trimmed* 60/40 split-folding rear seats. Charger SRT8 features leather-trimmed high performance front seats with Preferred Suede® inserts including embroidered SRT8 logo in the head restraints, and red accent stitching with matching trim on the rear seats. Like its 5.7-liter HEMI equipped stablemates, the Charger SRT8 features a 5-speed AutoStick® transmission encased in a satin brushed steel surround. Floor it to dodge.com/charger for the full story. Or call **800-4ADODGE**. *Standard on R/T, available on SXT.

CHARGER SPECIFICATIONS



PISTONS/RODS

Beneath the domed combustion chamber of every HEMI® cylinder head is a lightweight piston, cast from a eutectic alloy. Each piston is skirt coated for added cold scuff resistance. Connecting rods are forged to near-net shape, achieving optimal control for weight tolerancing.



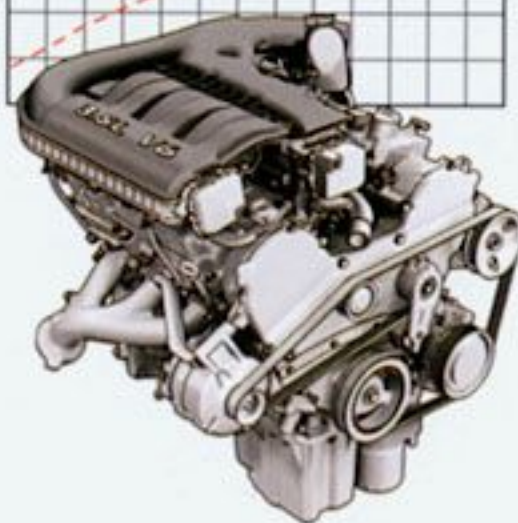
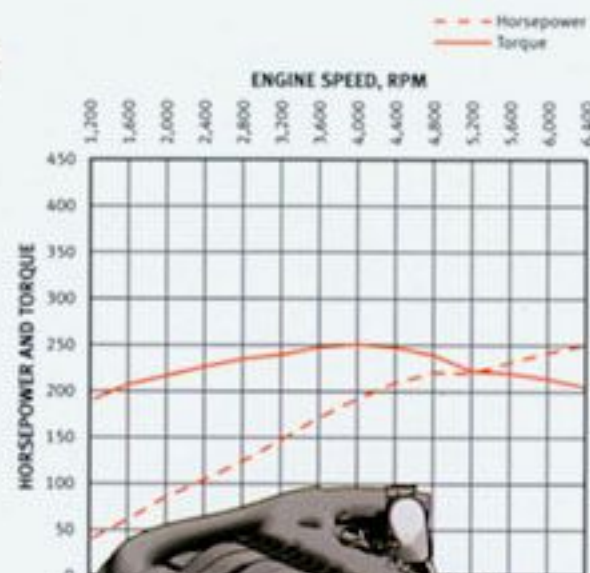
CAM/CRANK

Charger's 5.7-liter HEMI V8 engine employs a six-counterweight-design crankshaft. Cast from nodular iron, the crank is fully checked and topped. It has a hardness rating of 217-269 and features main, pin and post end fillets with deep rolled undercuts designed for maximum fatigue strength.



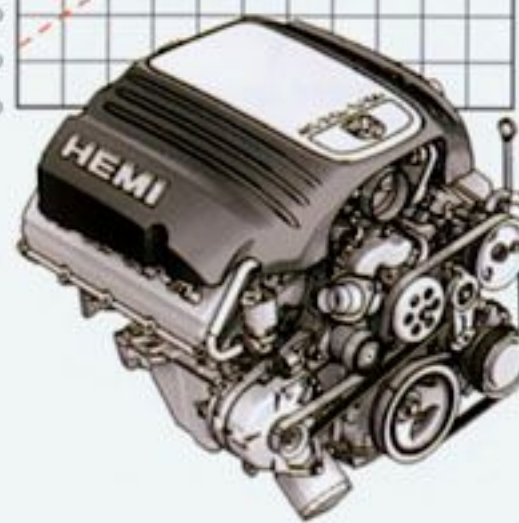
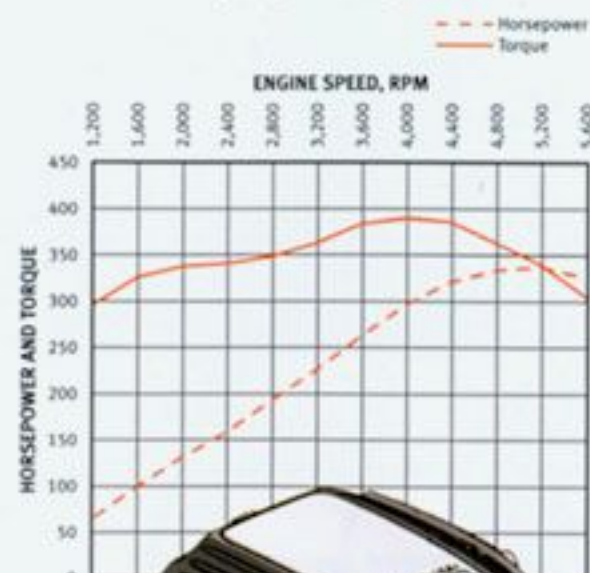
3.5-LITER HIGH OUTPUT SOHC 24-VALVE V6

Standard on SE and SXT models.
250 horsepower @ 6,400 rpm
250 lb-ft of torque @ 3,800 rpm



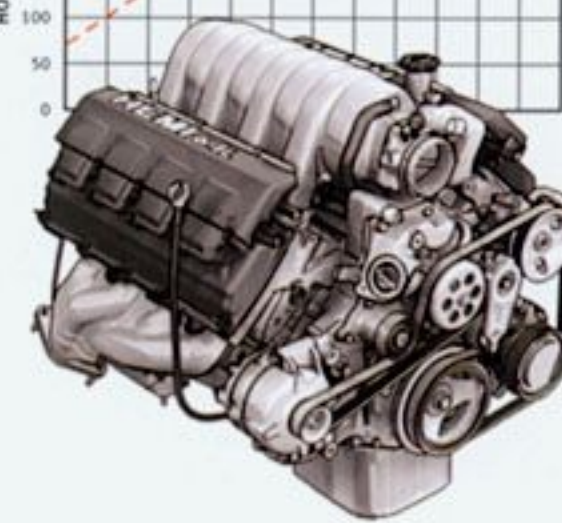
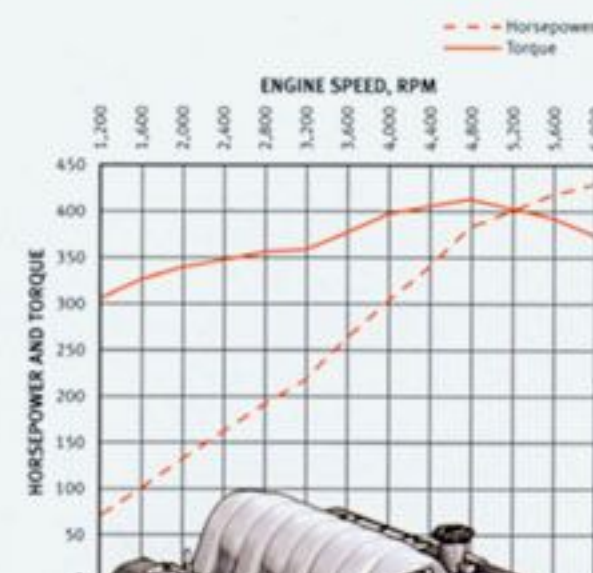
5.7-LITER HEMI® MULTI-DISPLACEMENT V8

Standard on R/T and Daytona models.
340 horsepower @ 5,000 rpm
350 horsepower @ 5,000 rpm (Daytona R/T, R/T Road/Track)
390 lb-ft of torque @ 4,000 rpm



6.1-LITER SRT HEMI V8

Available only on the SRT8.
425 horsepower @ 6,000 rpm
420 lb-ft of torque @ 4,800 rpm



CHARGER SAFETY AND SECURITY

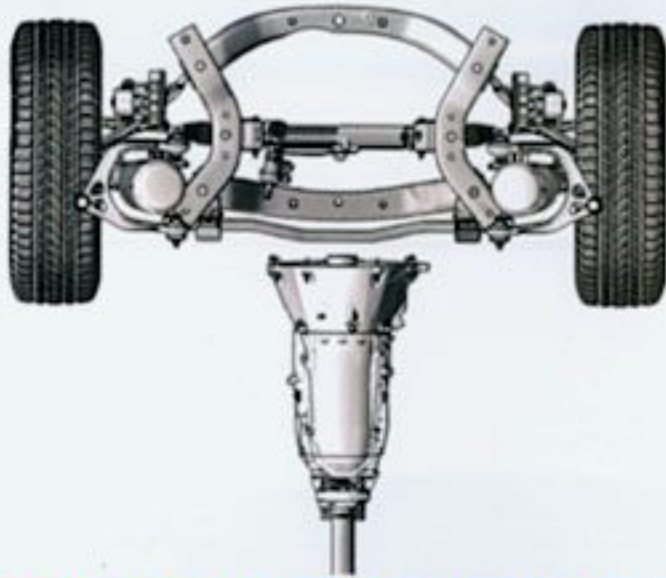


★★★★★
FIVE-STAR

HIGHEST GOVERNMENT
FRONTAL CRASH TEST RATING

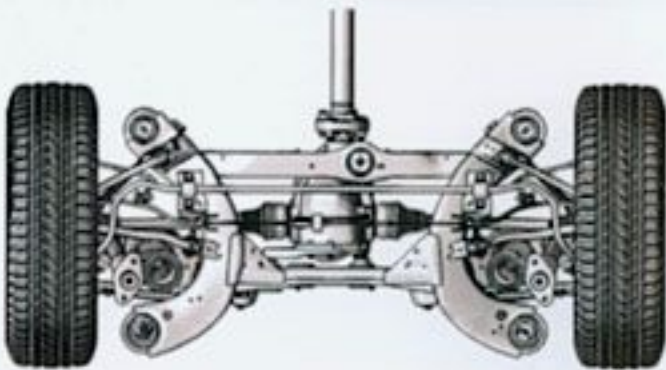
SLA SUSPENSION

Engineered with a multilink short-/long-arm (SLA) suspension for dynamic handling and excellent ride characteristics. Bushing compliances were tuned for a dramatic reduction in road noise.



ALL-SPEED TRACTION CONTROL/ESP

By braking the slipping wheel when traction is lost and adjusting throttle control as needed, All-Speed Traction Control helps provide directional stability and assists in keeping the vehicle on its intended course. Charger's Electronic Stability Program* (ESP) constantly monitors the driver's input and the vehicle's actual course, providing corrections when needed. It is a technology which also helps to ensure that Charger's unbridled horsepower is precisely transferred to the pavement.

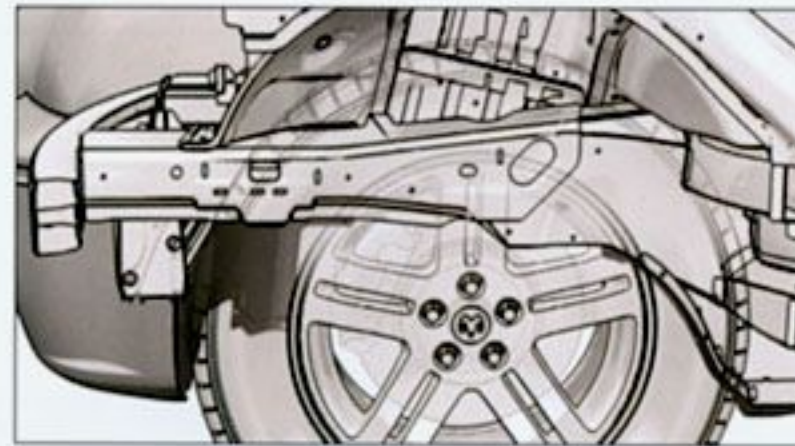


FIVE-LINK INDEPENDENT REAR SUSPENSION

The rear suspension is mounted to a steel cradle which is attached to the body via four large rubber mounts. The geometry not only isolates the passenger compartment from axle and road noise, it also lowers the unsprung weight, providing for more responsive handling.

CRUSH ZONES

Engineered with safety in mind, Charger's unitized steel body and chassis features three distinct crush zones: the area in front of the engine; the area that houses the engine, transmission and driveshaft; and the area between the engine bay and the instrument panel. These individual zones are designed to absorb impact energy, dispersing it while directing it away from the passenger compartment.



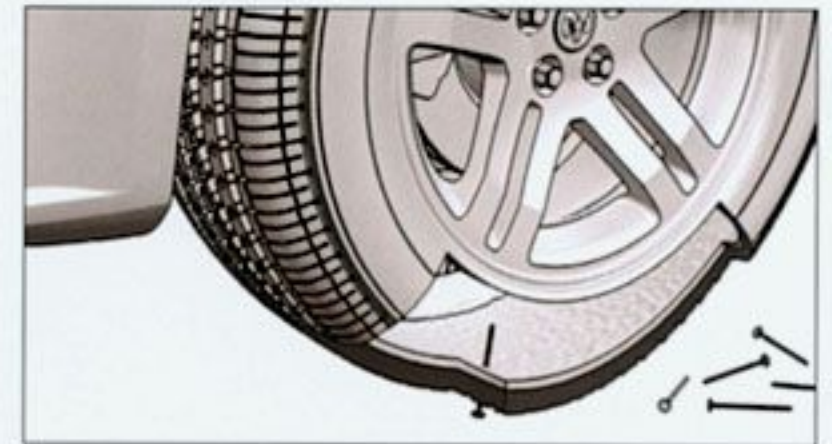
ADVANCED MULTISTAGE AIR BAGS/OCS

Besides multistage driver and front-passenger air bags, and a front-passenger Occupant Classification System* (OCS) for controlled air bag deployment, Charger provides constant-force seat belt retractors, pretensioners and the Child Seat Anchor System (LATCH). In addition, Charger offers available side-curtain air bags* for additional side-impact protection for front and rear outboard occupants.



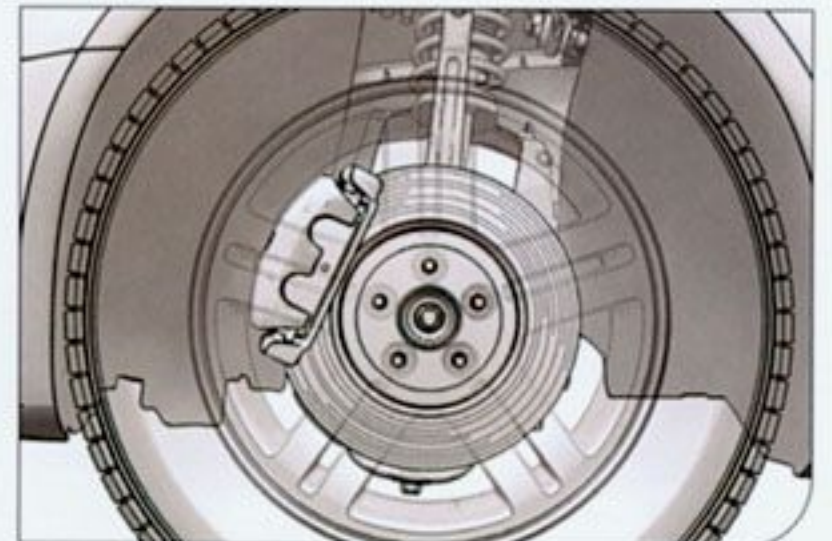
SELF-SEALING TIRES AND TIRE PRESSURE MONITORING SYSTEM

Charger offers available tires that feature an additional inner coating of puncture sealant that seals up to a 0.19-inch puncture (5mm). In the event of a puncture, the sealant surrounds the intruding object to maintain air pressure. The Tire Pressure Monitoring System provides drivers instantaneous alerts whenever low tire pressure is detected.



ABS/BRAKE ASSIST

Charger's state-of-the-art four-wheel antilock brake system works in conjunction with the vehicle's tandem-diaphragm vacuum booster to deliver shorter controlled stops. In addition, the standard Brake Assist program monitors brake pedal pressures and is designated to apply maximum pressure to the brake booster if a panic situation is detected.





CHARGER R/T. A PROFILE IN MODERN MUSCLE. With sculpted haunches and an athletic stance, Charger R/T emanates the kind of confidence that comes with having a 5.7-liter HEMI® V8 engine bolted down beneath the hood. It backs up its styling with 340 best-in-class¹ horsepower and 390 lb-ft of torque. Mated to a 5-speed AutoStick® transmission, the HEMI engine's power can be controlled either manually or automatically. Charger's advanced electronics also benefit the R/T's standard Electronic Stability Program (ESP) with Brake Assist, ABS system and All-Speed Traction Control. Its style runs from its 18-inch polished aluminum wheels, through its leather-trimmed seats and steering wheel and permeates the R/T's cabin thanks to six Boston Acoustics™ speakers powered by a 276-watt amp. Dig in at dodge.com/charger/rt



CHARGER SRT8. DISPLACES 6.1-LITERS AND EVERYTHING IN ITS PATH. Dodge engineers have bore a legend: the 6.1-liter HEMI SRT8 engine. Output has been beefed-up to 425 horsepower and 420 lb-ft of torque. Charger's numbers have been whittled down to 0-60 mph in around five seconds. The power is fed by a menacing, fully integrated hood-mounted air intake and delivered to the tarmac via 20-inch SRT forged aluminum wheels with massive Z-rated skins. SRT8's output is kept corralled thanks to its Electronic Stability Program (ESP) with Brake Assist, antilock four-wheel Brembo Performance brakes, performance-tuned steering and All-Speed Traction Control. Place yourself between its color-keyed crosshair grille and SRT-embroidered seatbacks and its unique instrument panel will show you numbers that only an SRT can deliver. That's why every owner is invited to the SRT track experience; a one-day driving course conducted by a professional driving school on selected tracks. Get schooled at www.SRTTrackExperience.com. Study up at dodge.com/charger/srt8



CHARGER SXT & CHARGER R/T. ATTITUDE RUNS IN THE FAMILY. With its 3.5-liter High Output 24-valve V6 engine mated to a 5-speed AutoStick® transmission, SXT has what it takes to put 250 horsepower and 250 lb-ft of torque to use. On the exterior, it delivers with 17-inch machined-face aluminum wheels. Inside, it delivers with a 60/40 split-folding rear seatback and 8-way power driver's seat. Like its AutoStick transmission, SXT's ABS, All-Speed Traction Control and Electronic Stability Program (ESP) with Brake Assist also run standard on its R/T stablemate. Get a dose of it at dodge.com/charger/attitude



CHARGER DAYTONA R/T. THERE'S A REASON WHY HE'S CALLED "THE KING". Daytona delivers modern performance while clad in Dodge throwback colors that nod to an era when Richard Petty drove his Charger to 37 NASCAR wins. Its tuned 5.7-liter HEMI V8 puts out 350 horsepower. Air enters its Hemi Orange-accented engine cover and intake and leaves the bright tips of Daytona's high-performance dual exhaust forever changed. Drivers will be similarly stirred by its dialed-in handling, firmly dampened, high-response steering and performance Nivomat load-leveling rear shocks. Inside, senses are stirred with high-performance heated 8-way power driver and front-passenger seats with perforated Preferred Suede® and matching body-color stitching with an embroidered "Daytona" logo. Full-on color cues are also built into the body-color center stack bezel and seat, shifter and steering wheel stitching. The interior's comfort counters massive doses of exterior attitude, delivered via "HEMI" and "DAYTONA" blackout decals, classic R/T chrome, red and black-colored badging on the grille, rear decklid and honeycomb blackout grille insert, 18-inch polished aluminum wheels with black accent pockets, and black front chin and rear decklid spoilers. Daytona's numbered limited-edition interior badge serves as a constant reminder of how good it is to be king. All hail the Charger at dodge.com/charger/daytona

*No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Performance is limited by available traction, which snow, ice and other conditions can affect. When the ESP warning lamp in the speedometer flashes, the driver needs to use less throttle and adapt speed and driving behavior to prevailing road conditions. Always drive carefully, consistent with conditions. Please always wear your seat belt. †Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or the seat belt positioned correctly for the child's age and size. ‡The OCS determines the conditions for activation or deactivation of the passenger-side front air bag based upon the weight of the occupant. It may not activate the air bag if the occupant has incorrect seating posture or is moving in the seat. You should observe the air bag lamp to determine if the OCS is deciding properly. Passengers should sit properly in the seat with the seat belt fastened at all times. †2005 Ward's Upper Middle segment.



MAGNESIUM PEARL COAT



*INFERNO RED CRYSTAL PEARL**
*SRT8 available exterior colors



*BRIGHT SILVER METALLIC**



*BRILLIANT BLACK CRYSTAL PEARL**



MIDNIGHT BLUE PEARL



STONE WHITE



SILVER STEEL METALLIC



Go ManGo!



TOP BANANA*

*Daytona R/T available exterior colors (late fall '05 availability)

SE — 17" Wheel Cover

SXT — 17" Machined-face Aluminum

R/T — 18" Polished Aluminum R/T

Daytona R/T — 18" Polished Aluminum with Black Wheel Pockets Included in R/T with Road/Track Performance Group

SRT8 — SRT Forged Aluminum

From the styled covers on the standard 17-inch wheels on the SE; the 17-inch machined alloys on the SXT; the 18-inch polished aluminum wheels on the R/T or 18-inch polished aluminum with black wheel pockets on the Daytona R/T and R/T with Road/Track Performance Group; straight up to the 20-inch SRT forged aluminum rims of the SRT8, Charger takes its tread-holders seriously.

When it comes to colors, Charger's finish choices range from elegantly pearled to radically retro. The Daytona R/T package pulls classics like Go ManGo! and Top Banana from the Dodge paint closet. Future Daytona's will bring additional heritage colors.



SE



SXT



R/T



DAYTONA R/T
R/T ROAD/TRACK



SRT8