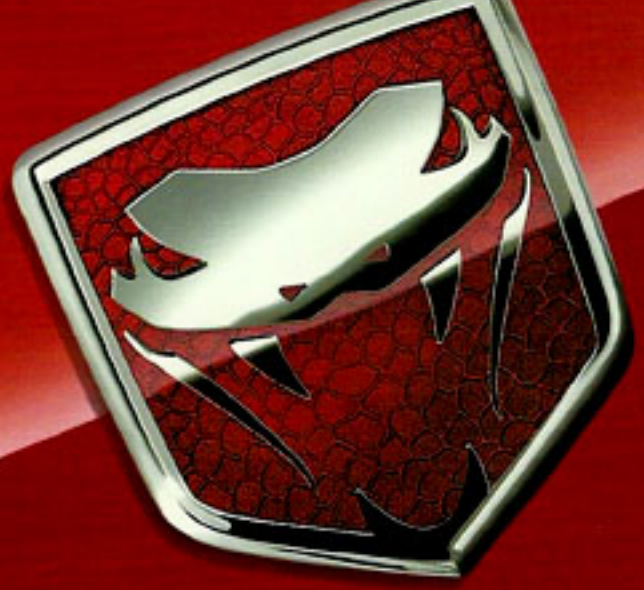
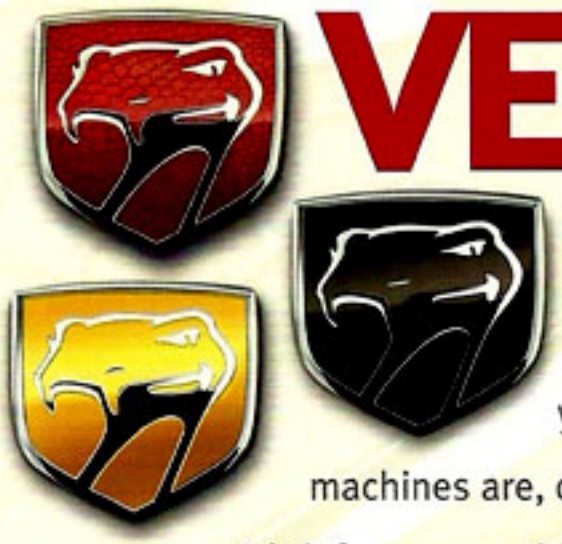
# DODGE VIPER 2002



# THE FINE ART OF HIGH VELOCITY.

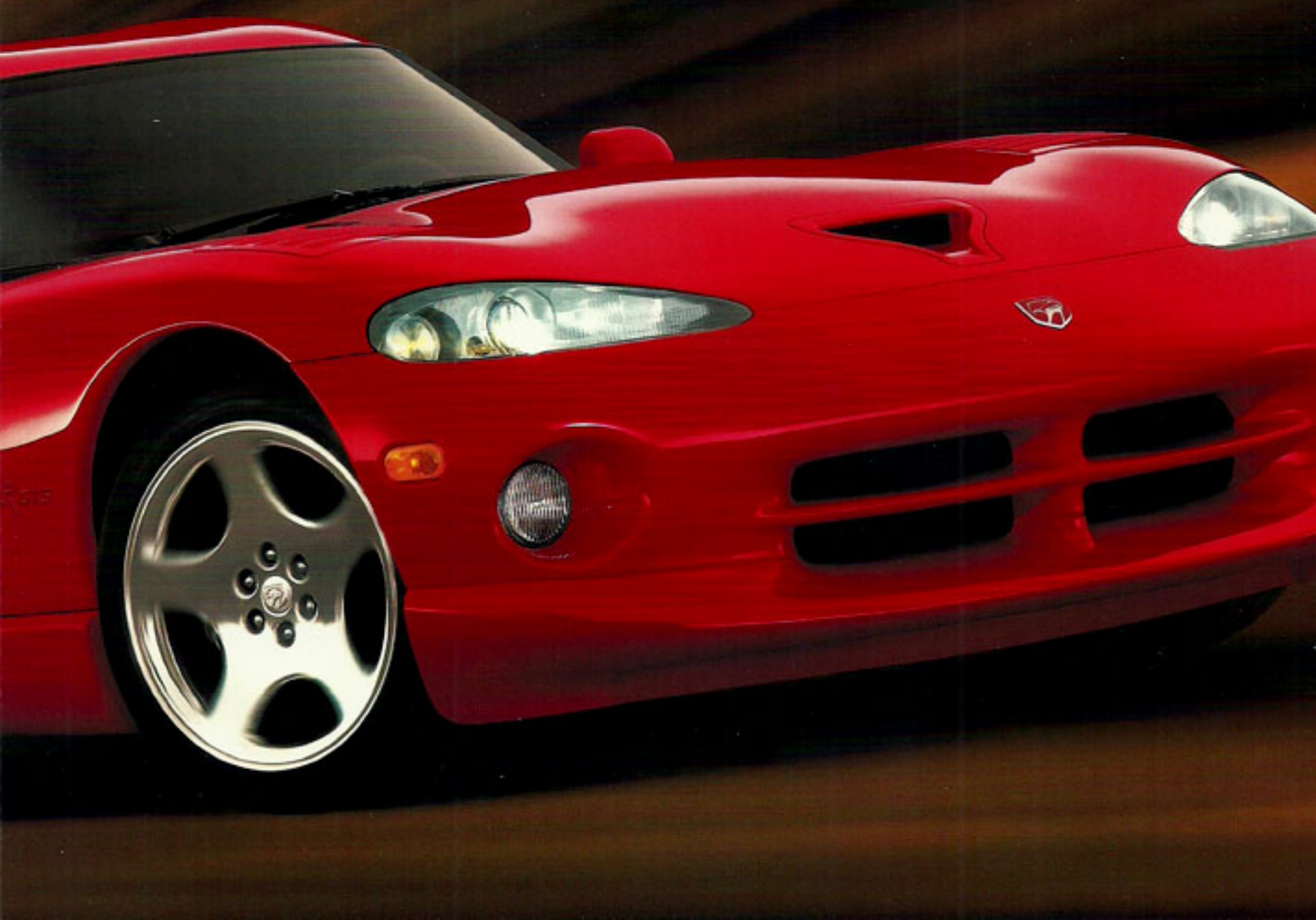


Watch a handcrafted 2002 Dodge Viper on the street, and you'll see that these exceptional machines are, quite literally, beyond criticism.

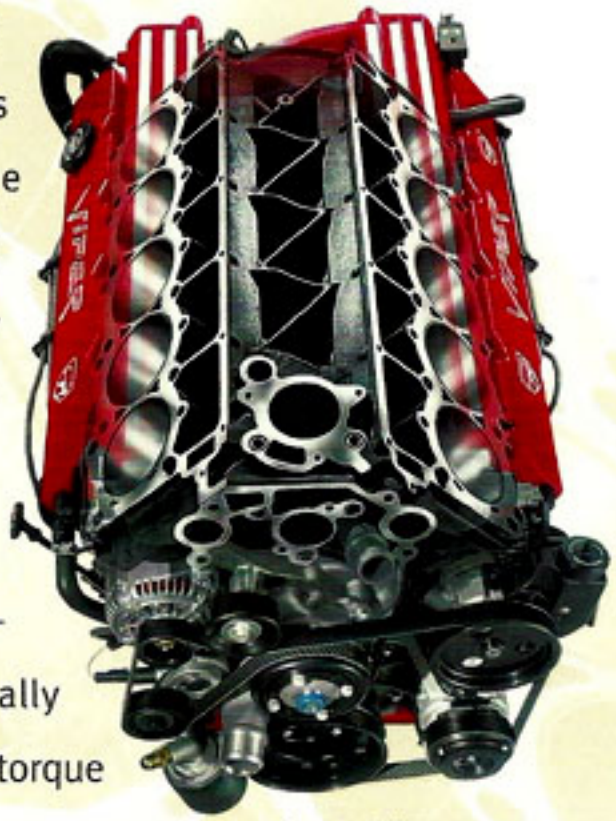
A briefer perspective: while our racing partner Viper Team ORECA builds and sells the race-ready Viper GTS-RT, we meticulously construct the Viper ACR for street and competition enthusiasts. The result is beauty in motion — art designed to move viewer and driver at the most profound level — no surprise, considering you could be moving at 167 miles per hour while ensconced within Viper's leather-trimmed interior. 2002 Viper. There is no finer aesthetic.

# LIVE LIFE ON THE RED LINE.

For Dodge, red clearly means go. Since 1997, Dodge Vipers have rocketed to first-place positions in 42 world-class competitions. The choice of color for many Viper owners and winners alike: Viper Red.



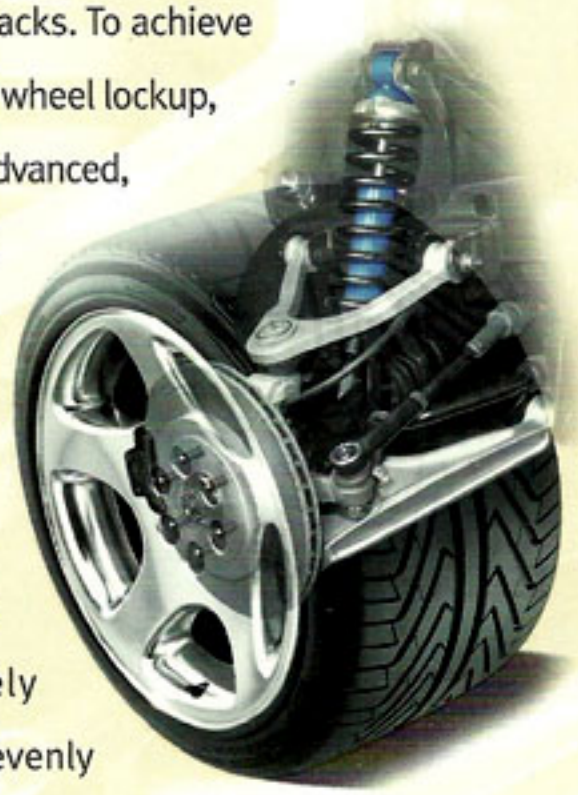
**Engineered to blow the competition away.** Winning requires, among many things, displacement. Thus, Viper's standard 8.0-liter V10 displaces profoundly more volume than any other sports car engine from any major automaker. It's also fair to ask what else it takes to generate 450 horsepower at 5,200 rpm — numbers which eventually reach 490 pound-feet of torque at 3,700 rpm. In a word, count your blessings: Viper engines feature an aluminum block and cylinder heads, cast-iron cylinder liners with a six-main-bearing crankshaft, and space-age magnesium rocker covers. Put it all together in handcrafted excellence, apply the principles to road surfaces that range from asphalt to concrete — and Viper quite literally blows the others out of the water.

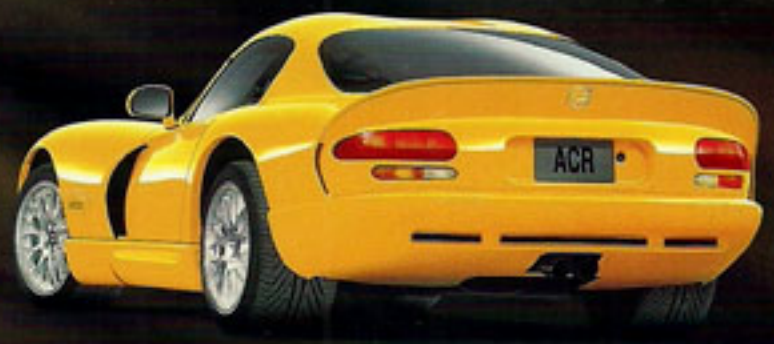


# LIGHTNING FAST, AND THE COLOR OF THUNDER.

Imagine a dark storm moving across the American landscape. The power is intense — like the hue of Viper's newest color for 2002 — Graphite Metallic.

**When it came to improving how well Dodge Viper stops, all systems are a solid "go."** The total complexity of Viper's brake system requires technical talk that would stop most people in their tracks. To achieve greater control and to avoid wheel lockup, the 2002 Viper features an advanced, four-wheel, three-channel antilock brake system with the Continental Teves Mk20e ABS control module, featuring EBD (Electronic Brake Distribution) — a means of proportionately distributing brake power evenly throughout all wheels and calipers. In the rear, the single-piston rear brake calipers feature a large 43 mm piston to help offer solid, controlled stopping power. To sum it up, when viewed in the context of Viper's principal purpose — unbridled, yet controlled motion — this brake system shows substantial performance gains in all types of braking maneuvers. On tracks that range from wet to dry to bumpy, drivers consistently report improved brake feel and modulation — a statement that shows that in the push for much finer brakes, we pulled out all the stops.






# RIGHT NEXT TO THE GOLD.

To commemorate Viper's enviable race history, we've continued one of the most popular tones in the Viper color palette — Viper Race Yellow.

# QUICK STUDY.

True, Viper ownership moves you up to a singular driving experience. But you'll also join a school of thought that promotes both intellectual and social mastery of this exceptional machine. At the starting line: a one-year membership in Viper Club of America with your Viper purchase. Follow that with work in professional driving schools like those of Skip Barber, and raise your operational skills to complement Viper's unparalleled performance attributes. Watch Viper culture come alive through the *Viper Magazine*, full of recent news, editorial features and technical information. Ownership can even influence your social skills through exclusive Viper apparel. You can also join a local chapter of the Viper Club of America, where Viper enthusiasts participate in club-sponsored events and special regional tours, and share uncommon knowledge of Viper. It's information learned by degrees of interest — a quick study that's perfect for fast learners.

DODGE Skip Barber DRIVING SCHOOL

**GRAB LIFE BY THE HORNS** VIPER

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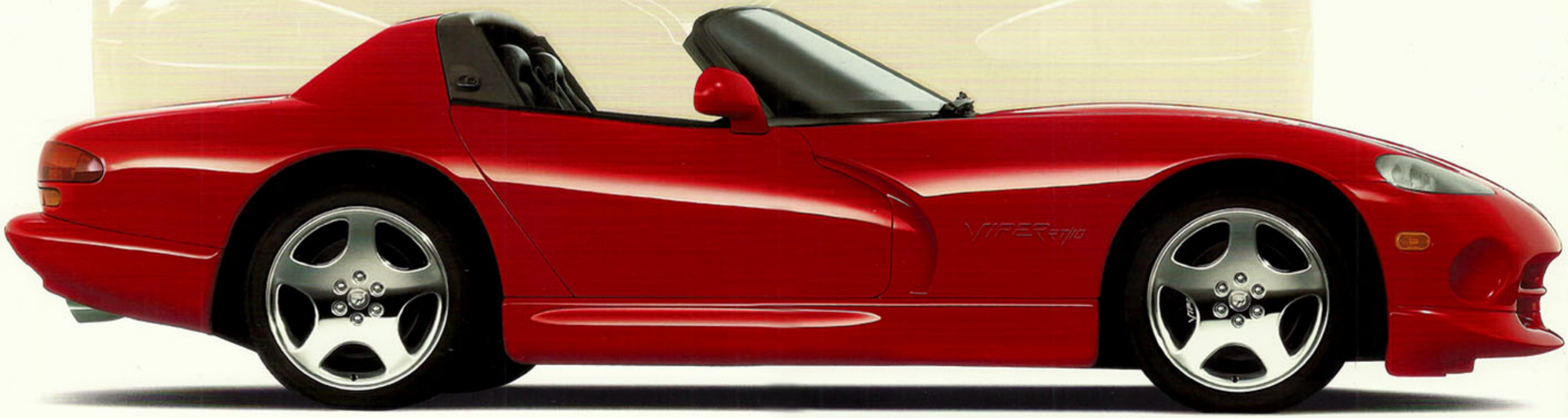
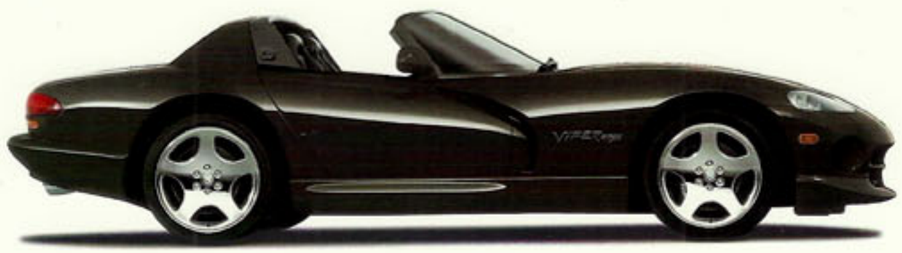
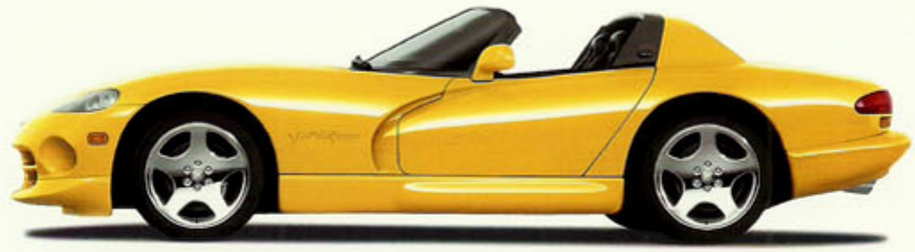
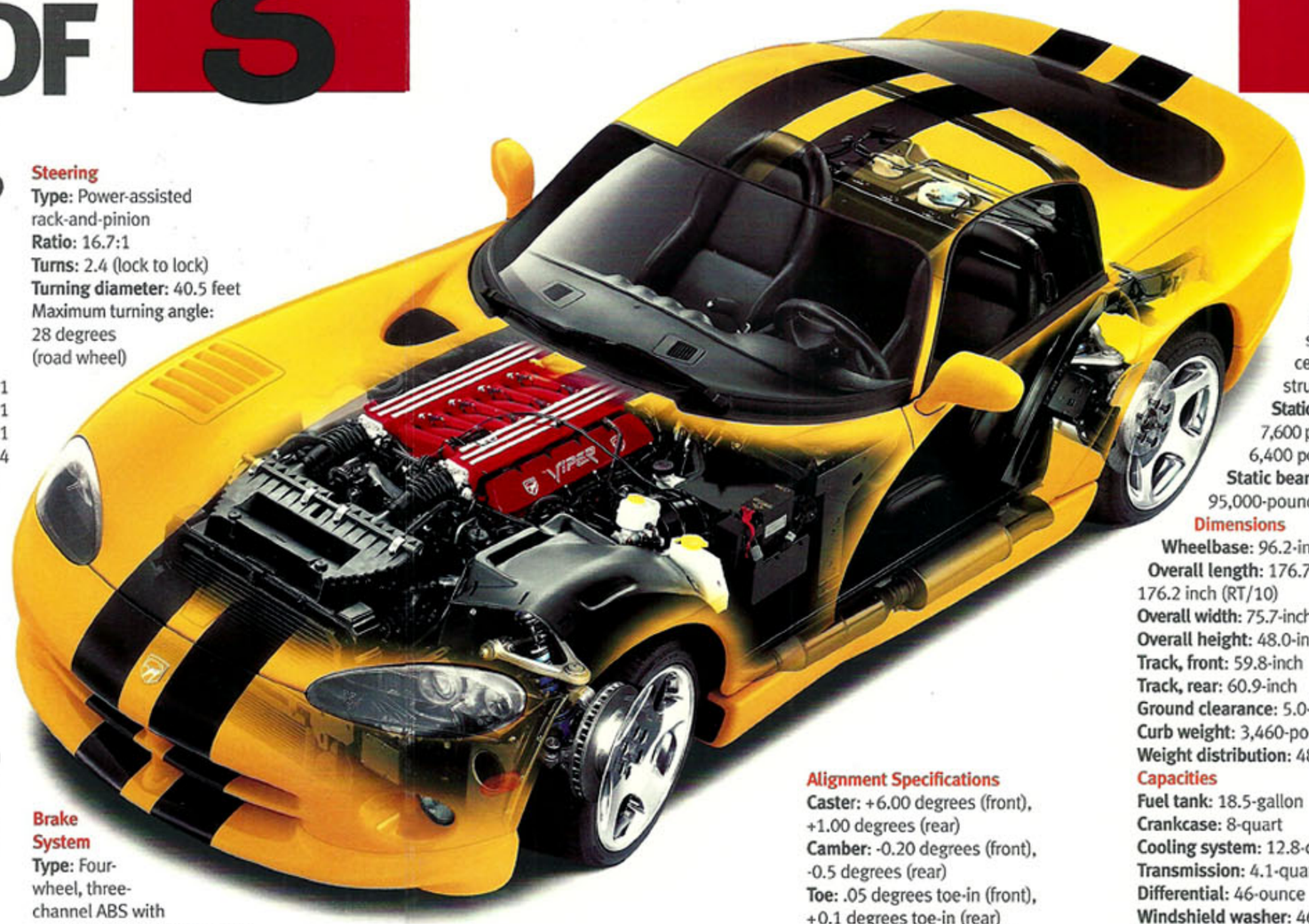






# ANATOMY OF VIPER.



### Engine

**Number of cylinders:** 10
**Displacement:** 8.0 liters (488 cu in)
**Bore and stroke:** 4.00 x 3.88 inches
**Horsepower:** 450 @ 5,200 rpm
**Torque:** 490 lb-ft @ 3,700 rpm
**Redline:** 6,000 rpm (6,200 rpm fuel shutoff)
**Compression ratio:** 9.6:1
**Design:** 90-degree V10, cast aluminum block with cast-iron cylinder liners, aluminum heads and oil pan, forged aluminum pistons with forged steel connecting rods
**Firing order:** 1, 10-9, 4-3, 6-5, 8-7, 2 (unequal firing 90-degree and 54-degree intervals)
**Crankshaft:** Forged steel, six main bearings
**Valve train:** Overhead with pushrod-actuated rocker arms and hydraulic roller lifters, dual valve springs, two valves per cylinder
**Intake manifold:** Aluminum, ram-tuned with dual plenums
**Exhaust manifolds:** Tubular design, stainless steel
**Fuel delivery:** Sequential multipoint electronic featuring bottom-feed, high-impedance injectors
**Recommended fuel:** Premium unleaded
**Emissions control:** Three-way catalytic converters with dual oxygen sensors, two per side, feedback fuel/air ratio control
**Exhaust system:** One-piece stainless steel catalyst and muffler assembly featuring a rear exit
**Cooling system:** Copper core radiator, dual-speed 17-inch electric fan, aluminum water pump and a front-mounted air-to-oil cooler

### Drivetrain

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

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

**Clutch:** Hydraulic, single dry-disc, 12.2-inch diameter
**Differential:** Clutch-type, limited-slip, modified mounting, final drive — 3.07:1

### Wheels and Tires

**Front wheel size:** 10 inch x 18 inch
**Rear wheel size:** 13 inch x 18 inch
**Tire type:** Michelin Pilot Sport high-performance steel belted radials
**Front tire size:** P275/35ZR18
**Rear tire size:** P335/30ZR18

### Suspension

**Front:** Independent with unequal-length upper and lower cast aluminum control arms, coil-over-shock units
**Rear:** Independent with unequal-length upper and lower cast aluminum control arms with separate toe link, coil-over-shock units
**Front stabilizer bar:** 27 mm/1.06 in
**Rear stabilizer bar:** 22 mm/0.86 in
**Shock absorbers:** Double-acting hydraulic, low-pressure, gas-charged, rebound adjustable
**Coil springs:** 2.7-inch I.D. micrograin alloy

### Steering

**Type:** Power-assisted rack-and-pinion
**Ratio:** 16.7:1
**Turns:** 2.4 (lock to lock)
**Turning diameter:** 40.5 feet
Maximum turning angle: 28 degrees (road wheel)

### Brake System

**Type:** Four-wheel, three-channel ABS with electronic brake distribution
**Front discs:** 13 inch x 1.26 inch, vented
**Rear discs:** 13 inch x 0.87 inch, vented
**Front calipers:** Dual opposed pistons, fixed calipers
**Rear calipers:** Single-piston, 43 millimeter diameter
**Brake booster/master cylinder:** Tandem diaphragm vacuum with a zero-lost-pedal-travel feature
**Swept area:** 152 square inch (front), 127 square inch (rear)

### Alignment Specifications

**Caster:** +6.00 degrees (front), +1.00 degrees (rear)
**Camber:** -0.20 degrees (front), -0.5 degrees (rear)
**Toe:** .05 degrees toe-in (front), +0.1 degrees toe-in (rear)

### Body and Frame Construction

**Body:** Resin transfer-molded (RTM) composite material with a sheet-molded compound (SMC) hood, features a full-access, forward-opening hood/fender assembly
**Frame:** Tubular space frame with center spine structure
**Static torsional rating:** 7,600 pound-feet (GTS) 6,400 pound-feet (RT/10)
**Static beaming rate:** 95,000-pound/inch

### Dimensions

**Wheelbase:** 96.2-inch
**Overall length:** 176.7-inch (GTS), 176.2 inch (RT/10)
**Overall width:** 75.7-inch (at rear wheel lip)
**Overall height:** 48.0-inch
**Track, front:** 59.8-inch
**Track, rear:** 60.9-inch
**Ground clearance:** 5.0-inch
**Curb weight:** 3,460-pound
**Weight distribution:** 48/52

### Capacities

**Fuel tank:** 18.5-gallon
**Crankcase:** 8-quart
**Cooling system:** 12.8-quart
**Transmission:** 4.1-quart
**Differential:** 46-ounce
**Windshield washer:** 46.5-ounce

### Electronic System

**Battery:** Maintenance-free, 650 cold-cranking amps
**Alternator:** 125-amp
**Ignition System:** Electronic, distributorless