

DODGE CALIBER SRT4

MFR'S SPECS

C/D RESULTS

Price (AS TESTED)

\$26,220

BASE: \$22,995

Vehicle type: Front-engine, front-wheel-drive, 5-passenger, 5-door wagon
Options: SRT Option Group II (includes reconfigurable display and auto-dimming mirror), \$1185; navigation system, \$1075; MusicGate Power audio system (includes 6-CD changer, Boston Acoustics speakers, and Sirius satellite radio), \$915; high-performance tires, \$50
Standard: power windows and locks, remote locking, cruise control, tilting steering wheel, rear wiper
AV system: Boston Premium Sound; AM, FM, Sirius-satellite radio; CD changer; 9 speakers

Fuel Capacity

13.5 gal



EPA

CITY

HWY

C/D
OBSERVED

18

25

22

INTERIOR

RESTRAINT SYSTEMS

Front: manual 3-point belts, driver and passenger front and curtain airbags

Rear: manual 3-point belts, curtain airbags

MEASUREMENTS (in)

	Head	Leg	Shoulder
FRONT	40.0	41.8	54.2
REAR	38.9	35.6	53.4

PRACTICAL CARGO ROOM

Length of pipe: 121.5 in

Largest sheet of plywood, l x w: 64.0 x 39.3 in

No. of 10 x 10 x 16-in boxes, seats up/folded: 10/29

SAE VOLUME	Front	Rear
	52 cu ft	43 cu ft

Cargo, seats up/folded: 19/48 cu ft

DIMENSIONS

WEIGHT: Curb: 3233 lb Per horsepower: 11.3 lb

DISTRIBUTION: Front: 61.0% Rear: 39.0%

TOWING CAPACITY: 0 lb

GVW: 4435 lb

Width: 68.8 in



Height: 59.7 in

Front track:

59.8 in

Rear track: 59.8 in

Drag area: Cd (0.40) x frontal area (25.4 sq ft, est) = 10.2 sq ft



Ground clearance: 6.9 in

Wheelbase: 103.7 in

Length: 173.8 in

Chassis type: unit construction

Body material: welded steel stampings

STEERING

Rack-and-pinion with hydraulic power assist

Steering ratio:	Turns lock-to-lock:	Turning circle curb-to-curb:
16.4:1	2.6	39.6 ft

SUSPENSION

Front: ind, strut located by a control arm, coil springs, anti-roll bar

Rear: ind, 1 trailing arm and 2 lateral links per side, coil springs, anti-roll bar

WHEELS+TIRES

Wheel size/type: 7.5 x 19 in/cast aluminum

Tires: Goodyear Eagle F1 Supercar, 225/45ZR-19 92W

Spare: none

BRAKES

Hydraulic with vacuum power assist and anti-lock control

Traction Control
■ YES ■ NO
Defeatable **YES**

Stability Control
■ YES ■ NO
Defeatable **NO**

F: 13.4 x 1.1-in vented disc
R: 11.9 x 0.4-in disc

ENGINE

Turbocharged and intercooled inline-4, aluminum block and head

Bore x stroke: 3.46 x 3.82 in,

88.0 x 97.0mm

Displacement: 144 cu in, 2360cc

Compression ratio: 8.6:1

Fuel-delivery system: port injection

Turbocharger: Mitsubishi TD04

Maximum boost pressure: 12.0 psi

Valve gear: chain-driven double overhead

cams, 4 valves per cylinder, variable

intake- and exhaust-valve timing

Power (SAE net): 285 bhp @ 5700 rpm

Torque (SAE net): 265 lb-ft @ 2000 rpm

Redline: 6250 rpm

DRIVETRAIN

Transmission: 6-speed manual

Final-drive ratio: 4.06:1, 2.96:1*

GEAR	RATIO	MPH PER 1000 RPM	SPEED IN GEARS
I	3.23	5.9	37 mph (6250 rpm)
II	1.95	9.8	61 mph (6250 rpm)
III	1.32	14.4	90 mph (6250 rpm)
IV	0.97	19.7	123 mph (6250 rpm)
V	1.06	24.7	154 mph (6250 rpm)
VI	0.89	29.4	155 mph (5250 rpm)

*2.96:1 final drive for 5th and 6th gears only.

TEST RESULTS

HANDLING

ROADHOLDING



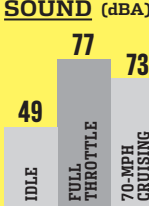
UNDERSTEER

MINIMAL

MODERATE

EXCESSIVE

INTERIOR SOUND (dBA)



NOTES

The SRT4 will easily and wildly smoke the front tires, but it's hard to modulate that frenzy for a good launch. Traction control engages if you shift too quickly from first.

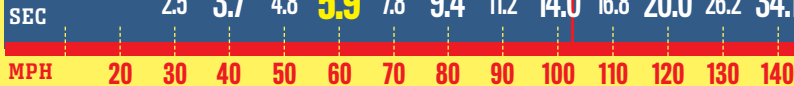
ACCELERATION

¼-mile: 14.4 sec @ 103

TOP SPEED

155

drag ltd, mfr's claim



5-60 street start: 6.7 sec

Top gear, 30-50: 14.2 sec

Top gear, 50-70: 9.5 sec

BRAKING

70-0 MPH

20 40 60 80 100 120 140 160

175 ft

WEATHER

Temperature: 74°F

Humidity: 48%

Barometric pressure: 29.10 in Hg

ODOMETER

Test-vehicle mileage: 1891

TIRE INFLATION

Test pressures: Front 32 psi Rear 32 psi