



 **ACR**

Owner's Manual





## 1.0 Overview

The Dodge Viper SRT ACR is the literal fusion of Street and Racing Technology. It takes the awe inspiring performance capabilities of the Dodge Viper SRT to the next level.

The Dodge Viper SRT 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:** The limit handling characteristics of this vehicle are much different than many other sports cars. Operation of the vehicle in excess of driver skill and experience can result in crash, injury and/or death. It is highly recommended that all drivers complete a high performance driving school prior to operating this vehicle.

Drive safely.

This booklet is a supplement to your Dodge Viper SRT Owner's Manual. Please review the Owner's Manual in addition to this booklet.

## 2.0 Aerodynamics

The Dodge Viper SRT 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.



## 2.1 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.



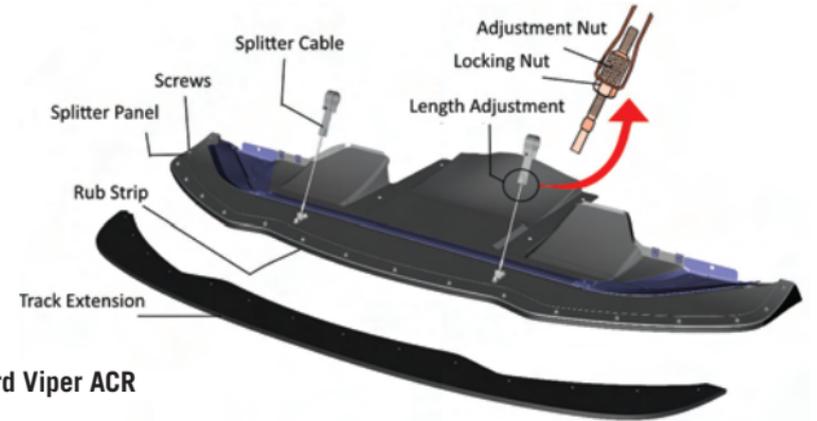
## 2.2 Splitter Components

The front of the ACR splitter is supported by stainless steel cables. These cables and their attachments should be regularly inspected.

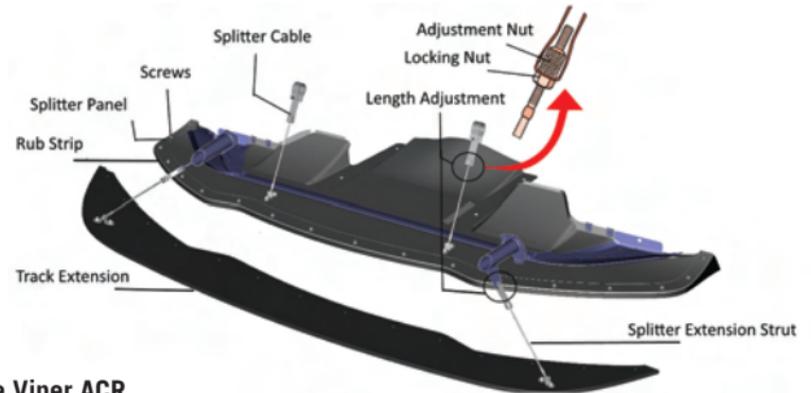
The splitter cables have an adjustment capability, however it is recommended to leave the splitter at the factory delivered settings. The splitter cables may have some slack while the vehicle is at rest. When the splitter is loaded, and the cables are under tension, the main splitter panel and track extension 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.

**NOTE:** Splitter extension is supplied in the splitter extension carrying bag.



Standard Viper ACR



Extreme Viper ACR

**CAUTION:** Replace rub strips when they are worn down to 3/8 inches (10 mm) on the front edge. This will avoid damage to the carbon fiber panel. Refer to image in 2.3 Track Extension.

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.

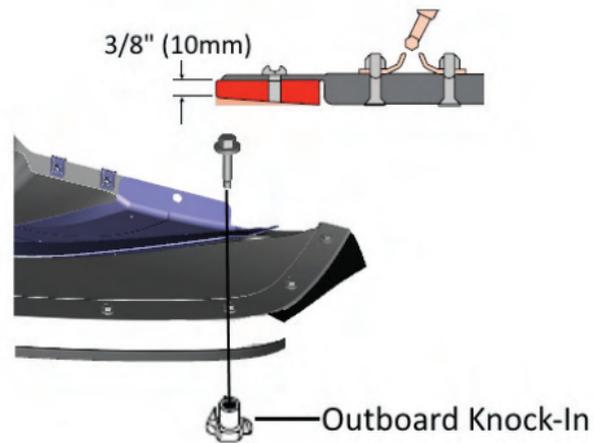
## 2.3 Standard Track Extension

A splitter track extension is shipped with 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 14 screws from the center rub strip and install the extension in the same mounting locations.

Tighten fasteners to 70 in-lb (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.



## 2.3.1 Extreme Track Extension

To install the track extension, follow these steps:

1. Use hardware provided to install extension struts to the track extension (see figure 1) and torque nuts to 70.81 in-lb (8 Nm). Install track extension struts to track extension before installing track extension to splitter.
2. Remove rubstrip from splitter panel and install track extension (torque nuts to 70.81 in-lb [8 Nm]).
3. Remove bumper beam nut located behind the grille (see figure 2).
4. Insert bracket through top grille opening from the center of the car, slide outboard to bumper beam stud location, rotate and place on stud, and install nut. Torque to 425 in-lb (48Nm) (see figure 3).
5. Connect extension struts to the track extension brackets using the pin on the strut.
6. Finally, Adjust the strut length to tighten the system.

Figure 1

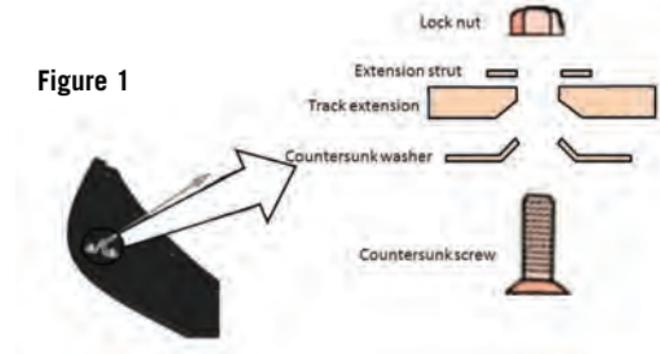
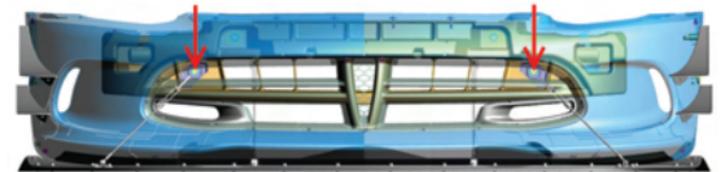


Figure 2



## 2.3.1 Track Extension - Extreme Viper ACR Only (Continued)

### NOTE:

- The track extension bracket is designed with an interference fit. Please use caution during installation to avoid scratching the grille.
- Installation of the track extension may take up to 60min depending on skill level.
- Required tools: 10mm ratcheting end wrench, 3/8" drive, 6" extension, 15mm socket, 10mm deep socket, 4mm hex key, 11mm wrench, and a torque wrench.
- Front fascia does not need to be removed to install track extension.
- Brackets are passenger/driver side specific.

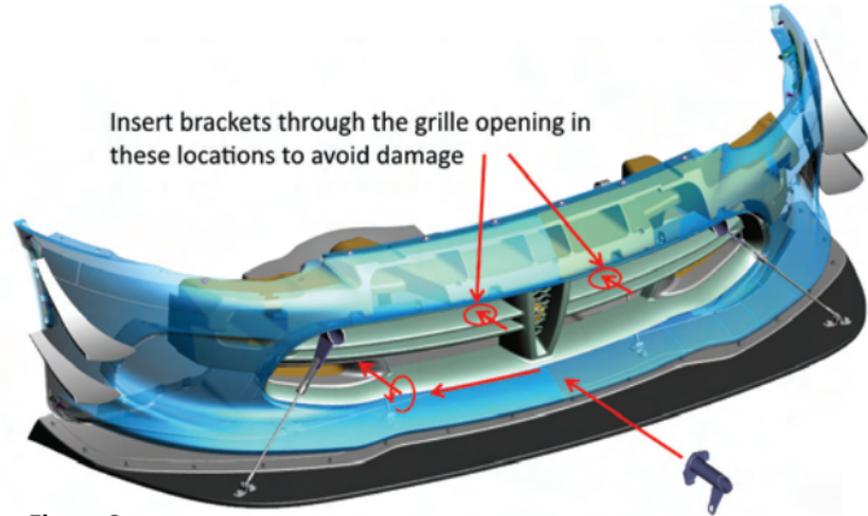
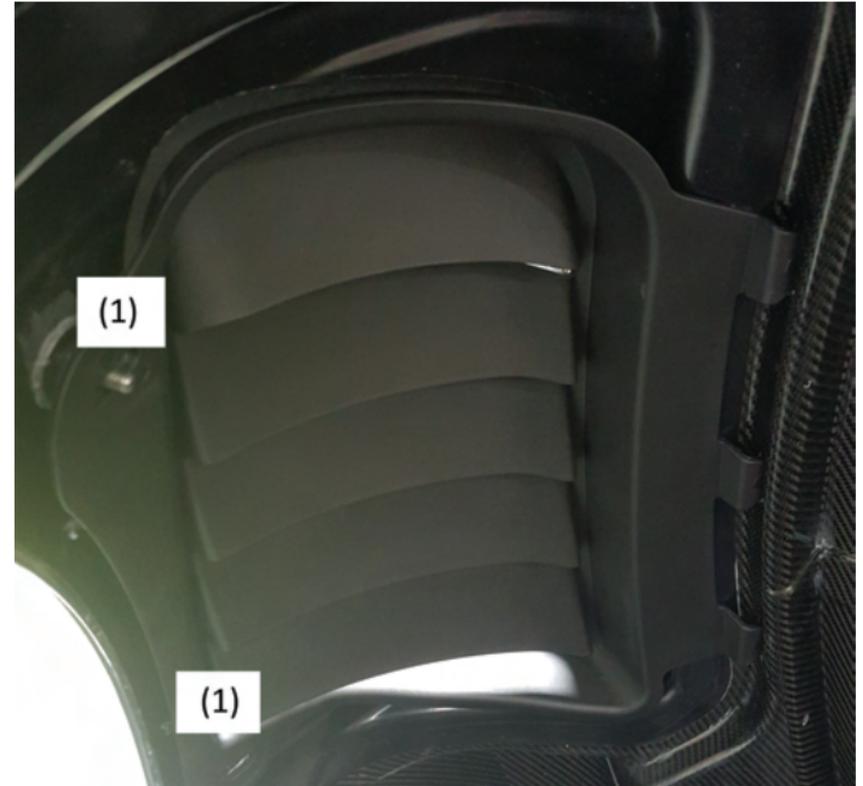


Figure 3

## 2.4 Hood Extractors

### Removing Hood Extractors

1. Remove two Wing Nuts(1).
2. Rotate Hood Louver off studs.
3. Carefully Remove Louver tab from hood slots.
4. Store Wing Nuts in a secure area.



## 2.4 Hood Extractors (Continued)

### Installing Hood Extractors

1. Carefully insert Louver tabs into hood slots.
2. Ensure Hood louver tabs are fully seated (Figure 1).
3. Rotate Hood Louver over studs.
4. Hand tighten wing nuts (1) onto hood studs.



**WARNING:** Extra care should be taken when installing wing nuts. Do not over tighten the wing nuts as damage may occur to the studs.



Figure 1

## 2.5 Hood Vents

With Extreme Aero package, additional front downforce can be achieved by removal of 6 front hood vents.

### Removal of Hood Vent

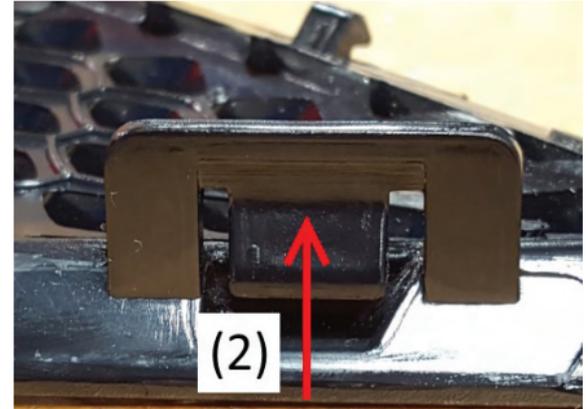
1. Press Center Tongue of the clip (1) and remove the clip from assembly.

**NOTE:** Extra care should be taken to ensure clips do not fall into under hood area.

2. Once both clips have been removed, press tab (2) and carefully remove the vent from hood.
3. Once removed, store both clips and vents in a safe and secure area.



Clip Location



## 2.5 Hood Vents (Continued)

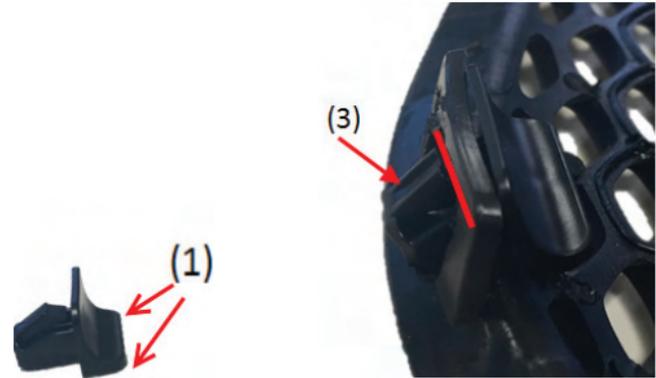
### Installing Hood Vent

1. Install the vent into hood opening by seating fixed tabs along lower edge before rotating top edge of the vent into place.
2. Once vents are installed, install both clips by securely holding rear section of clip (1) and pushing nose of clip through bezel window and opening (2).

**NOTE:** Ensure Center tongue (3) is securely inserted and engaged through bezel window (Edge Highlighted In RED).



**WARNING:** Risk of loss or damage possible if vents and/or clips are installed improperly.



## 2.6 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. Aerodynamic balance of the vehicle is unstable and can cause loss of control, resulting in crash, injury and/or death.

Regularly inspect the wing panel and attachment points for damage or looseness.

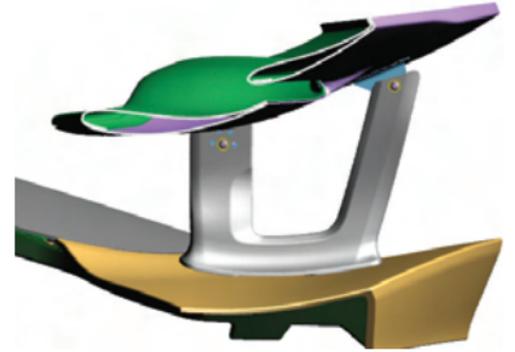
The Viper ACR on-track aerodynamics have been tuned and balanced for the vehicle with the track extension installed.

### Wing Stanchions

The wing stanchions are designed with adjustment capability but they are delivered locked with tamper resistant fasteners.

For the Standard Viper ACR, the wing is delivered from the factory in hole position 4.

For the Extreme Viper ACR, the wing is delivered from the factory in hole position 2.



**Standard Viper ACR Rear Wing**



**Extreme Viper ACR Rear Wing**

## 2.6 Rear Wing (Continued)

### Wing Adjustments

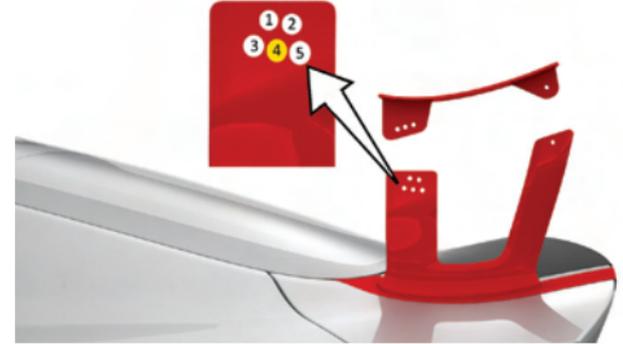
It is possible to adjust the wing using the hole pattern at the top front of the stanchion.

**NOTE:** Adjustment to the wing setting is not recommended.

The wing is attached to the lower stanchions with thread locker and tamper resistant fasteners.

In general, moving the wing up (e.g. Hole 2 to Hole 1) will decrease rear down force and decrease overall grip and understeer.

Each successive hole increases the wing angle of attack by 1.5 degrees.



**Standard Viper ACR Adjustment Hole Numbering**



**Extreme Viper ACR Adjustment Hole Numbering**

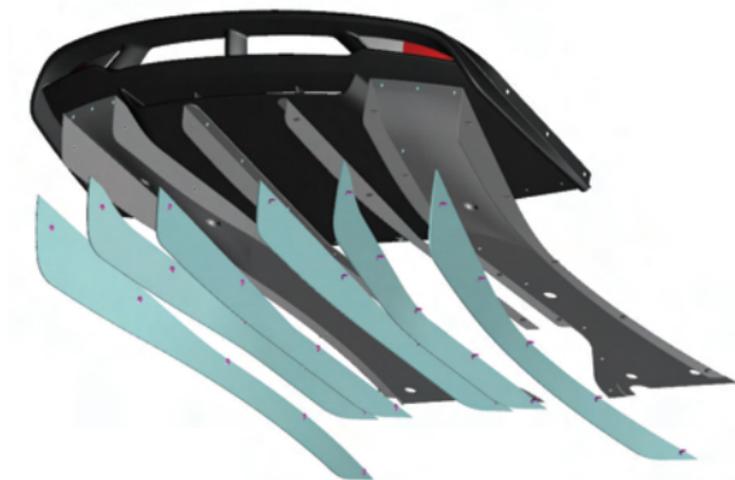
## 2.7 Extreme Diffuser Strake Extensions

**NOTE:** Installation of the diffuser strake extension may take up to 30min with a power drill driver and a 8mm swivel socket.

Attach diffuser strake extensions (6) to inboard side of diffusers using provided fasteners (28) and torque to 70.81 in-lb (8 Nm).

**CAUTION:** As strake extensions wear down, aerodynamics may be affected. Replace as needed.

**NOTE:** Diffuser Strake Extensions can be stored in the splitter extension bag provided with the vehicle.



**Extreme Diffuser Strake Extensions**

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## 2.8 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.

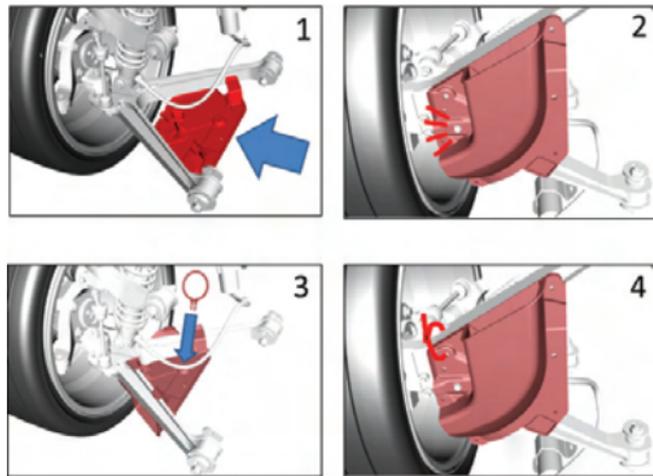
All carbon fiber materials are susceptible to UV degradation during long exposure to the sun. The ACR woven carbon components use the latest technology for both the resin system and the clear coat. As with any automotive coating, storing your vehicle in a covered location will guarantee a long lasting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

## 2.9 CCM Brake Duct Installation

To install the Brake Ducts, follow this procedure:

1. Slide handed brake duct onto the lower control arm, moving from center of the car outward.
2. Ensure the brake duct snaps over the bolt already mounted to the lower control arm.
3. Install the supplied ring clip around the shock fluid line, snapping into the hole on top of the brake duct.

**NOTE:** The tie strap included in the package, located in the trunk, can be used to further secure the Brake Duct to the vehicle.



## 3.0 Carbon Ceramic Material Brake System (CCM) - If Equipped

The Viper is known for having world class brakes. The 2016 Viper ACR takes this incredible braking system to the next level with the Brembo Carbon Ceramic Material brake system. This brake system significantly reduces the rotating un-sprung mass while increasing on-track fade performance and long term durability.

**CAUTION:** These rotors may also produce some additional brake noise due to the high performance brake pads and 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 CCM brake rotors are a two-piece construction, they should be replaced as a complete assembly.

**CAUTION:** During brake pad replacement, install new wear indicator sensors on the new pads (included in Mopar pad kit).



## 3.1 Carbon Ceramic Material Brakes - If Equipped

The CCM (Ceramic Composite Material) brake package is a high performance system, with a longer usable life under most conditions in comparison to cast iron. However it is important to note that extreme driving can significantly reduce the overall life of the brake system. Therefore, it is essential to follow normal inspection of the system and replace components when necessary.

### Rotor Inspections

You should check the brake rotor condition at the following times:

- At every maintenance service visual inspection of the rotor
  - Visual inspection of rotor surface
  - Damage inspection along the edges of the rotor
- After every pad change
  - Visual inspection of rotor surface
  - Damage inspection along the edges of the rotor
- After intense use on track
  - Rotor weight loss check
  - Visual inspection of rotor surface
  - Damage inspection along the edges of the rotor

### CAUTION:

- Do not hit the CCM rotors with a hammer to remove the rotor from the hub. If necessary, only use a rubber mallet.
- Do not put pressure on the CCM rotor (such as clamping in a vise or other apparatus).
- Do not insert crowbars or screwdrivers in the vents to move or rotate the rotor.

### Rotor Replacement

The CCM rotor must be replaced if any of the following conditions are met:

- The minimum rotor weight is reached.
- Unacceptable comfort limit is reached.
- Excessive drop in performance.
- Accidental damage of the rotor.
- Damage of the braking surface due to total pad wear.
- Car accidents involving any components of the braking system and the wheel.

## 3.1 Carbon Ceramic Material Brakes - If Equipped (Continued)

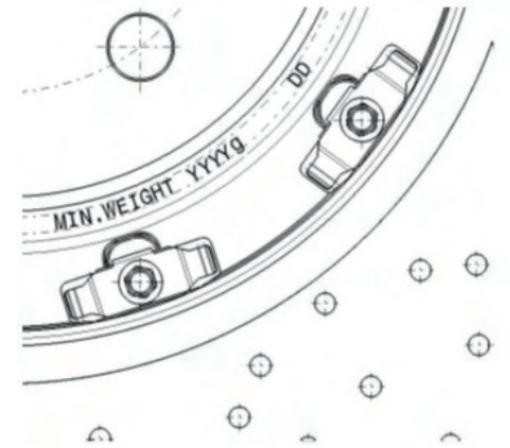
### Weight Loss

If the ceramic rotor is subjected to extreme thermal stress, the rotor may show excessive oxidation that reduces the mass of the rotor. For this reason, it is recommended to weigh the rotors after extreme use.

In order to minimize measurement errors, weigh the rotors after a thorough cleaning and complete visual inspection. The CCM brake rotors must be replaced whenever the weight is equal to or less than the minimum weight value indicated on the rotor hat section. Both rotors on the same axle must be replaced at the same time.

### Cleaning of CCM Brake Rotor and Pads

Clean CCM brake rotors and pads with acetone solvents (C3 H6 O) or alcohol. Do not use brake cleaner (trichloroethane). It is also permitted to rub the surface lightly with sandpaper. The cross drilled holes should be cleaned using a screwdriver or a pin punch with a diameter of max 5 mm. Finish by blowing compressed air. The cleaning of the discs should be done after every pad replacement.



Minimum Weight Location

## 3.2 Brake Burnish Procedure

### Brake Burnish Procedure

1. Apply the brakes 4 times starting at 50 mph (80 km/h) to 20 mph (30 km/h) while decelerating at 0.3 g.
2. Cool the brakes while driving 50 mph (80 km/h) for 3 minutes.
3. Apply the brakes 6 times starting at 90 mph (145 km/h) to 20 mph (30 km/h) while decelerating at 0.5 g.
4. Cool the brakes while driving 50 mph (80 km/h) for 3 minutes.
5. Apply the brakes 10 times starting at 90 mph (145 km/h) to 20 mph (30 km/h) while decelerating at 0.8 g.
6. Cool the brakes while driving 50 mph (80 km/h) for 3 minutes.

### CAUTION:

- Do not come to a complete stop during the break-in procedure. This will imprint pad material onto the rotor, causing a vibration during future use.
- Perform the break-in procedure in a safe location. FCA does not endorse speeding on public roads; therefore, if a safe area cannot be used to achieve the speeds listed above, you must lower speeds to meet posted limits.
- 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.

## 3.3 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.

## 4.0 Kumho Ecsta V720 Tires

Your Viper ACR comes equipped with P295/25R19 and P355/30R19 Kumho ECSTA V720 low-profile competition racing tires that are DOT approved for street use. Competition racing tires use a special profile, tread pattern and compound that provide more grip than normal road tires. The tread wear indicators will appear earlier than typical tires indicating that the tires should be replaced, resulting in reduced tire life. This special profile, tread pattern and compound will have decreased performance, including reduced traction, in cold climates, on wet roads, in heavy rain and in standing water. We recommend the use of non-competition tires when driving at temperatures below approximately 50°F (10°C), or on ice or snow covered roads, on wet roads, in heavy rain, and in standing water.



**WARNING:** Competition racing tires have rubber compounds that may develop surface cracks in the tread area at temperatures below 20°F (-7°C ). Always store competition racing tires indoors and at temperatures above 20°F (-7°C ) when not in use. If the tires have been subjected to 20°F (-7°C ) or less, let them warm up in a heated space to at least 50°F (10°C) for 24 hours or more before being installed or driving a vehicle on which they are installed. Do not apply heat or blow heated air directly on the tires. Always inspect tires before use.



**WARNING:** Driving with competition racing tires on snow, ice, or cold road surfaces can cause loss of control or an accident. Competition racing tires are summer season tires and are not intended to be driven in snow, ice, or road surfaces below 32°F (0°C). Do not drive a vehicle with competition racing tires in these conditions.



**WARNING:** Low-profile tires are more susceptible to damage from road hazards or impact than standard profile tires. Tire and/or wheel assembly damage can occur when coming into contact with road hazards like potholes, or sharp edged objects, or when sliding into a curb. Keep tires set to the correct inflation pressure and when possible, avoid contact with curbs, potholes, and other road hazards. Failure to follow this warning may result in tire failure, increasing the risk of crash, injury and/or death.



**WARNING:** Driving on wet roads, in heavy rain, or through standing water with competition racing tires may cause hydroplaning and reduced or loss of control. Avoid driving on wet roads, in heavy rain, or through standing water with competition racing tires. Failure to follow this warning may result in tire failure, increasing the risk of crash, injury and/or death.



**CAUTION:** 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.

## 4.1 Tire Pressure For High-Speed Operation For Sustained High Speed Operation

Tires require inflation pressure adjustment when driving the vehicle at speeds of 100 mph (160 km/h) or higher, where it is legal. Set the cold inflation pressure to the maximum inflation pressure shown on the tire sidewall, or 51 psi (350 kPa), whichever is lower. Return the tires to the recommended cold tire inflation pressure when high-speed driving has ended.



**WARNING:** Driving at high speeds, 100 mph (160 km/h) or higher, where legal, puts an additional strain on tires. Sustained high-speed driving causes heat buildup and can cause sudden tire failure. You could have a crash and you or others could be injured or killed. High-speed rated tires require inflation pressure adjustment for high-speed operation. When speed limits and road conditions are such that a vehicle can be driven at high speeds, where legal, make sure the tires are rated for high-speed operation, in excellent condition, and set to the correct cold tire inflation pressure for the vehicle load. Cold inflation pressure increase must not exceed the maximum pressure branded on the tire sidewall.



**WARNING:** The inflation pressure recommendations contained herein are not intended for race track application. Inflation pressure for track application varies depending on the track conditions, vehicle set-up, driver and speeds. For proper inflation pressures for the track, seek professional assistance or contact the tire manufacturer. Failure to follow this warning may result in tire failure, increasing the risk of crash, injury and/or death.



**WARNING:** Exceeding the lawful speed limit is neither recommended nor endorsed. Some of these warnings may not be applicable or may need to be revised based on various factors, including tire speed rating.

## 4.2 Tire Storage Recommendations

When storing the vehicle for periods longer than one month, tires should be protected against environmental effects such as sunlight, high heat, ozone and other potentially damaging conditions.

- Store the vehicle such that all weight is removed from the tires. If vehicle weight cannot be removed, unload the vehicle to minimize the weight. Maintain the recommended tire inflation pressure, including the spare. The surface where parked/stored should be firm, reasonably level, well drained and clean. Vehicle should be moved every three (3) months so the tire flex area is changed.
- Store in an area with temperate ambient conditions (mild temperatures, shaded or dark).
- Store tires raised off a storage area's floor surface to minimize exposure to moisture or damage.
- Avoid contact with petroleum-based products and/or other volatile solvents or substances.
- Store away from electric motors, battery chargers, generators, welding equipment or other ozone generating sources.
- Indoor storage is recommended, however if the vehicle must be stored outdoors; store tires where they are raised off the ground (or on storage racks) and not in contact with heat absorbent surfaces.
- Protect tires with an opaque, waterproof covering with some type of vent openings to avoid creating a "heat box" or "steam bath" effect.

### **Returning Tires from Storage Back to Service**

Before placing stored tires back into service, a tire service professional should conduct a visual and tactile inspection to be sure each tire is clean, dry, free of foreign objects, and/or does not show signs of damage.

## 5.0 Adjustable Dampers

The Viper ACR suspension includes a set of adjustable coil-over racing dampers built by Bilstein. These dampers have been tuned by SRT Vehicle Dynamics engineers to provide the maximum handling performance without sacrificing reasonable road manners.

The two-way adjustable dampers include adjustments for compression (bump) and rebound dampening.

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



**Spanner Wrench**

**CAUTION:** Do not make any adjustments or modifications to the nitrogen pressure of the damper.

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.



**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, resulting in injury or death.

**NOTE:** Spanner Wrench is supplied in the splitter extension carrying bag.

## 5.1 Damper Components

Your Viper ACR is delivered with the suspension adjusted for optimal street comfort.

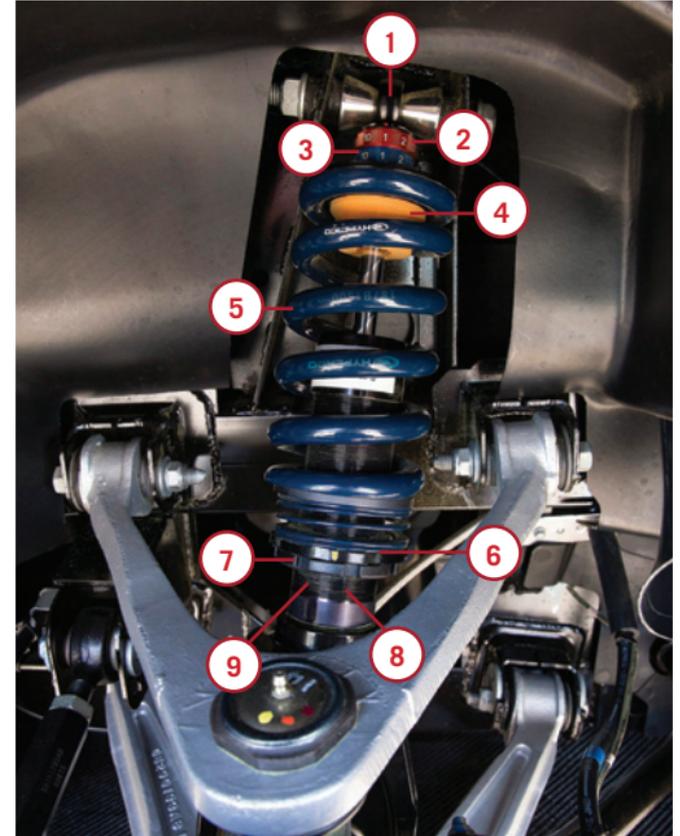
Below are the adjustment capabilities:

- Compression (Blue) Damping: 10 Positions: 1 soft to 10 stiff
- Rebound (Red) Damping: 10 Positions: 1 soft to 10 stiff

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

### Damper Adjustments

1. Spherical Bearing Mount
2. Rebound Adjuster
3. Compression Adjuster
4. Jounce Bumper
5. Primary Spring
6. Helper Spring
7. Lower Spring Seat
8. Threaded Main Body
9. Locking Nut



## 5.2 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

1. 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.
2. Remove the wheel and tire assembly.
3. With a spanner wrench, loosen the lower locking nut below the lower spring seat.
4. To lower the ride height, use the spanner wrench and rotate the lower spring seat counter-clockwise (as viewed from below the damper).

5. 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.
6. When the desired ride height is set, retighten the locking nut using the spanner wrench.

The ride height adjustment sensitivity is as follows:

**Front:** One turn = 0.082 inches (2.09 mm)  
height change at frame

**Rear:** One turn = 0.099 inches (2.52 mm)  
height change at frame



When ride height is adjusted, use corner weighting scales to ensure symmetric handling and even tire loading.

## 5.3 Compression And Rebound Adjustment

The compression adjustment (also called bump) varies the damping of the upward travel of the wheel relative to the vehicle.

The rebound adjustment (also called droop) varies the damping of the downward travel of the wheel relative to the vehicle.

The compression adjuster (Blue adjustment wheel) and rebound adjuster (Red adjustment wheel) are located on top of the piston rod, and each have 10 damping positions. Depending on vehicle ride height, the car may need to be raised to gain access to the adjuster. To adjust the compression and rebound damping, turn the finger knob: to higher numbers stiffens; to lower numbers softens.

**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.

Position "1" is full soft. Position "10" is full stiff.



## 5.4 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 "1"  
Rebound = Position "1"

**Rear:** Compression = Position "1"  
Rebound = Position "2"

## 5.5 Track Set Up

### Ride Height Adjustment

The factory ride height of your ACR is approximately:

**Front:** 5.0 inches (126 mm)

**Rear:** 6.0 inches (154 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 35 psi in the front and 29 psi in the rear.

**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.

A low ride height setting may not be optimal at all tracks. The optimum set up for your vehicle also varies with track, driver and ambient conditions. Here is a recommended starting point for typical track configurations.

### Height Adjustment

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

**Front:** Compression = Position “7” Rebound = Position “5”

**Rear:** Compression = Position “5” Rebound = Position “3”

- Adjust in small increments (1-2 clicks).
- Record your adjustment settings at all four wheels.

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.

### Track Set Up

**Front:** 4.0 inches (102 mm)

**Rear:** 5.5 inches (140 mm)

Adjusting lower than the track set up is not recommended.

The rake of the car (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.

## 6.0 Guidelines For Track Use

**NOTE:** For track outings lasting longer than 25 minutes, an external rear axle cooler is recommended.

### Before Track Use

- Attain proper break-in mileage using the procedure detailed in section “Engine Break-In” of the Owner Manual. Do not participate in track events in the first 1,500 miles.
- Verify all fluids are at the correct levels. Refer to “Fluid Capacities” in "Maintaining Your Vehicle" in the Owner Manual.
- Verify the front and rear brake pads have more than ½ pad thickness remaining. If the brake pads require changing, the new pads must be burnished prior to track outing at full pace.
- If vehicle is equipped with CCM brakes, install the front brake ducts onto the front lower control arms.

- For maximum front downforce:
  - Install splitter track extension.
  - If car is equipped with Extreme Aero package, remove louvered panels over front wheel arches (optional; can be used to fine-tune aero balance).
  - If car is equipped with Extreme Aero package, remove the six inboard hood vent screens (optional; can be used fine-tune aero balance).
- If vehicle is equipped with Extreme Aero package, install the diffuser strake track extensions.
- Set ride heights and shocks to recommended track settings.
- Set tire pressure. 35 psi hot is recommended, front and rear. This typically can be achieved with cold pressures between 25 and 29 psi, depending on driver, track, and ambient conditions.
- Select desired ESC mode.

**NOTE:** This vehicle is track capable in all ESC modes.

## 6.0 Guidelines For Track Use (Continued)

### During Track Use (After Every Outing)

- Perform a minimum of one cool down lap, using minimal braking, after each track outing.
- Verify all fluids are at the correct levels.

**NOTE:** Track use may increase engine oil consumption.

- Continually monitor and record your tire pressures.
- Inspect tires for wear; replace if necessary.
- Inspect brake pads and rotors for wear; replace if necessary.

### After Track Use

- Verify all fluids are at the correct levels.

**NOTE:** Track use will greatly increase wear rates on your Viper ACR, and will require more frequent service, including fluid changes.

- Return ride heights and shocks to recommended street settings.
- Remove splitter track extension and install street rub strip.
- Remove Diffuser strake extensions (if equipped with Extreme Aero package)

- Reinstall louver panel over front wheel arches (if equipped with Extreme Aero package).
- Reinstall six hood vent screens (if equipped with Extreme Aero package).
- Inspect suspension system, brake system, prop shaft, and ½ shaft boots for wear or damage.
- Perform a brake bleed procedure to maintain the pedal feel and stopping capability of your brake system.
- Track usage results in increased operating temperatures of the engine, transmission, clutch, driveline and brake system. This may increase the level of noise generated by these components in normal driving conditions. New components may need to be installed to return the system to the original performance.

**NOTE:** Brake Ducts have a low clearance and may be damaged during street use.

## 7.0 Vehicle Storage Guidelines

### Hibernation Mode

The Hibernation Mode features conserve battery power when storing the vehicle. It allows for up to three months of storage time without losing radio and engine controller adaptive memory. Using this feature is an alternative to disconnecting the battery.

**NOTE:** This Vehicle is designed to sit in storage with a fully charged battery for up to 26 days.

If you plan to store the vehicle longer than 26 days, we recommend doing one of the following:

- Disconnect the battery.
- Use the approved Mopar Battery Charger.
- Put the vehicle into Hibernation mode.

### To Activate Hibernation Mode

1. Cycle the ignition switch to (ACC).
2. Select Hibernation Mode within the Driver Information Display (DID).
3. Push the right arrow button on the steering wheel controls for one second. Vehicle will countdown from ten seconds and enter Hibernation Mode.

**NOTE:** You may push the right arrow button on the steering wheel controls during the countdown to abort Hibernation Mode.

### To Deactivate Hibernation Mode

1. Push the RKE UNLOCK button to unlock the vehicle.
2. Push the ignition switch to the ON/RUN position.



## 9.0 Acknowledgement

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

### Key Areas

- Overview
- Aerodynamics
  - Front Splitter
  - Splitter Track Extension Components
  - Hood Extractors- If Equipped
  - Hood Vents - If Equipped
  - Rear Wing
  - Extreme Diffuser Strake Extensions - If Equipped
- Carbon Fiber
- CCM Brake Duct Installation - If Equipped
- Carbon Ceramic Material Brake System (CCM) - If Equipped
  - Brake Burnish Procedure
  - Care And Maintenance
- Kumho Ecsta V720 Tires
  - Tire Pressure For High-Speed Operation

- Tire Storage Recommendations
- Adjustable Dampers
  - Damper Components
  - Ride Height Adjustment
  - Compression And Rebound Adjustment
- Street Set Up
- Track Set Up
- Guidelines For Track Use
- Vehicle Storage Guidelines

Customer Signature \_\_\_\_\_

Dated \_\_\_\_\_

Dealer Signature \_\_\_\_\_

Dated \_\_\_\_\_

**NOTE TO DEALER:** Please photo copy this acknowledgement and retain a copy in your sales records.







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Viper ACR  
Second Edition  
Owner's Manual

