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Home " Catalogue " Shop by Hemi " DODGE CHALLENGER PARTS Dodge Challenger Performance Parts & Accessories. After-sales updates for R/T, Scat Pack, SRT, Hellcat or V6 Challenger models. FastHemis offers the largest Dodge Challenger Performance Parts Selection. Item availability: Available to Order I have a 2010 Dodge Challenger SE.I added a tuner, replaced the bushings, replaced the exhaust with a double exhaust, and added a better cold air intake.Besides an overloader or turbocharger, what else can I do with this car, in terms of performance? I'm looking at the exhaust heads, but other than stability things like crashes, I'm not sure there's anything left, really.Page 2Posted by6 years ago 7 comments The Dodge Challenger is a classy pony car and with the performance chip Dodge Challenger is bound to go a little higher than it already is. The torque mechanism of this car increased by the power chips is excellent. The pair has ensured that the fuel consumption of this coveted model is carried out efficiently. With an ECU chip that in addition to braking and "braking" has demonstrated a peculiar skill in reusing all exhaust gases, in accordance with Chrysler's environmental responsibilities. The ECU computer on the other hand if well installed will regulate the temperature coming from the outside front and the inside. All three different cars Dodge Challenger promoted by Dodge section belonging to Chrysler must have the ECU tokens to operate at their fullest potential. Please be wise like the rest and get a stylish Dodge Challenger chip. As an automotive writer and proud owner of a 2012 Dodge Challenger SRT8 I am constantly being asked by other Mopar fans what they can do to get more out of their beloved Challenger. I've noticed that people tend to be less inclined to ask me about high dollar like box engines, overchargers and turbo systems, and are more interested in my opinion like as which constitutes the biggest blow to your money. In an effort to spread my opinion everywhere (and possibly reduce the number of times I find myself repeating the same fashionable "mantra"), I thought I'd put my thoughts out for all of you, and offer what I'd like to think is a definitive list of relatively inexpensive mods for the 2008-2018 Challenger. Because there are literally hundreds of parts available from Mopar and replacement suppliers, I've tried to narrow the list by limiting the cost of parts to \$2,000, and, keeping things limited to mods that you can do in your driveway or garage. So without further ado, let's jump in and take a look! Skip-Shift Eliminator by Speedlogix. #1 Skip-Shift Eliminator If your Challenger comes equipped with the 6-speed Tremec manual transmission, you've probably only driven a handful of miles before finding the dreaded "characteristic" of the gearbox. Chrysler introduced it to meet EPA requirements by forcing a first to fourth change when the ECU detects that certain criteria are met. We don't know if it really offers better gas mileage or not, but what we can say is that sometimes the 1-4 change can be downright scary. One of these cases sticks out in my mind, when I was trying to turn left at a four-way intersection in Los Angeles and with traffic heading towards me. I couldn't hook the second gear to complete the lap and speed away. Later that day, I logged in and discovered that there was a cheap mod to disable the lockout in the form of a Displacement Eliminator. There are many versions available, but I went with the one available at the Speedlogix online store for only \$19.88. If you have a cat bracket set, you can make this mod at home in about five minutes. Jet thermostat of 180 degrees. #2 Thermostat One of the biggest thieves of energy in the HEMI of the Challenger (5.7 engine, 6.2 and 6.4 liters) is the phenomenon of thermal immersion. TÁ© when hot air is trapped under the hood of the car, increasing both entry and operation times. Warmer temperatures equate to fewer horsepower, so preventing this is essential to get the maximum power from your car. Fortunately, the solution is inexpensive. Installing a 180 degree thermostat like the one Jet Performance makes \$39.99 will solve the problem when used in conjunction with a handheld tuner. Simply install the thermostat and adjust the engine fan speeds to a lower ignition point with your tuner, and you will see a noticeable improvement in hot ambient conditions. Installation is easy, but messy, as you have to collect some filtered coolant during installation, but if you know how to use a screwdriver, you can do this mod in about twenty minutes at home. Brake pads Hawk Performance. #3 Brake pads Improve the way your Challenger stops and at the same time make it easier to dust off the brakes on your wheels by replacing the factory brake pads with replacement ceramic brake pads. There are several companies that manufacture pads for specific applications on the street or on the track, but a favorite of me and other Challenger hard-core owners are the Hawk Performance brake pads. They offer about twenty different grades of pads, ranging in price from under \$100 to over \$400. All will shorten their stopping distance, withstand discoloration and emit less dust than OEM pads. With a set of cat brackets and a little time in the hands, the change of the pads can be done at home by the modestly inclined mechanic. The body of the OEM accelerator modified by Fastman. #4 Accelerator body As most of you probably know, shy about powering an engine or upgrading the internals, the older ones power can be achieved by modifying the way an engine inhales and exhales. Combining performance input components and exhaust parts with custom tuning can produce tangible results at a relatively low price, compared to the enormous costs involved in a supercharging system or the installation of a supercharging system. Levas. The most cost-effective place to start in this area is the throttle body. From the factory, the 80mm TBs are suitable for the breathing requirements of the LC platform, but the installation of a larger TB will give a slight increase of 5-7bhp and, more importantly, will noticeably improve the throttle response across the entire rev range. While many companies like BBK and Arrington manufacture after-sales TBs, I chose a different route, and sent mine to Dan Arcand, The Fastman. It is the first type of port and Polish for Mopar accelerator work. Dan increases the drill to 84 mm, installs a custom blade and modifies the factory axis for maximum airflow. Best of all, her job costs less than \$200. It will also provide you with a new modified OEM unit if you want to keep your part of stock. Installation consists of screwing on four bolts, and takes less than ten minutes to complete. Kit of Mopar descent springs. #5 Lowering Springs To my eyes, the Challenger's ride height is a bit too high, especially at the rear. A cost-effective way to improve this, as well as improve the handling of your car at the same time, is by installing a set of drop springs. As with several of the mods here, many companies offer springs for the LC platform, but if you want a factory part, you should look no further than the Mopara low springs kit. Guaranteed to work with all Challengers, including those with adjustable shocks, the Mopars come in a coo, corporate blue finish, and will lower their 21mm ride at the front and rear. Best of all, they cost less than \$300 from most online distributors. Worst of all? It's not a job you can do without a decent elevator. If you see a Challenger rolling with them installed, chances are you'll find a way to do the installation yourself. The Legmaker True CAI. #6 Cold air intake The next step to modify one's intake system is with a cold air intake (CAI). Factory sockets for most models are pretty good in terms of extracting air from under the car to feed feed feed filtered air from the engine, but as is usual with factory components, compromises are made to facilitate manufacture and assembly at the factory, and to achieve efficiency objectives. As such, factory units can be upgraded with an after-sales configuration. Most will increase the amount of airflow, thus improving power and sound, not to mention the appearance of your engine compartment. There are many brands of CAIs out there with different designs and performance performances, but if you are

looking for the ultimate in performance improvement, the True CAI before the Legmaker Intakes is considered one of the best. With a 4-inch-diameter carbon fiber cone couplers, the true CAI extracts cold air from the front fender and produces an increase of 10 hp and 11 lb. / foot. torque. Not bad for a mod under \$400 that takes less than an hour to install. Mopar front strut tower brace, #7 Strut Tower Brace The LC-platform Challenger is not a slim car. One of the easiest ways to improve the handling of your Challenger is by installing tower brackets. They work to reduce the flexion of the body by fixing critical points of the chassis. Available from a variety of manufacturers, I personally went with the Mopar Strut Tower Braces (available directly from your Mopar dealer or a variety of online stores) for the front and rear of my car. They feature welded MIG, heavy caliber, powder-coated steel, and great-looking Mopar logos. Installing the front corset is easier than the back, which requires a bit of modification in the trunk lining, but none of the jobs are too difficult for the middle head to work at home with basic tools. \$350 buys the front corset, and \$450 hooks the back. Both provide notable management improvements for the Six-speed changer from Barton Industries. # 8 Changer If your LC is six-speed, then you are very aware of the imprecise that the factory changer works. The gears are often difficult to hook without problems, and the shoots are too long for a performance car. performance. Since the introduction of the Challenger, there have been changes, but none of them come close to Barton Industries' offering. Built like a solid aluminum tank, the Barton features centered springs that eliminate all slope, complete insulation of the gear handle for quiet operation, and a 44 percent reduction in pull. Sold for a nominal \$400, the Barton is one of the best mods you can make to your car. And, yes, I have one and I installed it in my driveway. The DiabloSport Trinity portable tuner. #9 Tune Many of the mods listed here, including the thermostat and throttle body, require tuning for maximum benefit. In the world of Mopar, DiabloSport is the tuning company. DiabloSport offers three models of tuners for Challengers, the Trinity, Intune I3 and Predator 2. They vary in terms of features and performance, but the three will write a performance tune for their car that will modify the torque management system and offer hp gain and two-digit torque. Plus, with a DiabloSport tuner, you can customize things like the fuel/air mix, the throttle response, and the operation of the cooling fan to get the most out of your screwed mods. The cost depends on the year of your car (hereafter, 2015 requires you to purchase a DiabloSport PCM to replace your car's encrypted OEM, in addition to the tuner), and the tuner of the model you choose. If you can handle a smartphone, then a tuner will be easy for you, with its touch screen interface and simple operation. Magnaflow Competition Series escape cat-back. #10 cat-back escapement The final touch for any muscle car modification has to be a cat-back escapement. While the Challenger's stock exhaust, especially in SRT variants, is decent, it can definitely improve the sound, the flow The weight of the OEM unit. There is a plate of brands in the market, so finding the one that suits you is totally subjective. subjective. the best way to determine what should reside in your car is to take a look at the endless audio clips on YouTube, and even better, go to as many Mopar car shows as possible, and listen to them in person. Ask the owners, and be sure to ask about drones, especially if your car is an automatic with the MDS system, which can pose hearing problems when a spare market escape is connected. Other considerations should include the exhaust materials (304 stainless steel provides the ultimate in oxidation, with 409 a close second), the diameter (to be 3 inches if possible), whether or not you have an X tube, and the style of the tips you like. Although I'm not going to expose myself to the flames by recommending a particular brand, I will tell you that I went with the Magnaflow Competition Series on my SRT, as it carries a lifetime warranty, is made of high quality steel, has a 3 inch diameter with x-pipe, and allowed me to reuse my stock tips for a look. stealthy. Challenger exhaust prices can range from \$600 to about \$2,000. Somewhere there is right for you, so take your time to choose. I installed my MÅeflows at home without much difficulty, and so did you. Happy hunting!

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