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2010 DODGE CHALLENGER SRT 8



HIGHWAY Crusier

HIGHWAY CRUISER
2010 DODGE CHALLENGER SRT 8



2010 Dodge Challenger SRT 8 OWNER - Bryan Parker

2010 DODGE CHALLENGER SRT 8

I bought this car in 2020 from the second owner with 45,000 km. I was looking for a hobby car to drive as my restoration of a 1970 Sport Satellite was going too slowly. I wanted a 6-speed manual Challenger but was open to whatever was available. After a number of weeks, I found this 2010 SRT 8 Challenger on Kijiji for a reasonable price and beat out some other potential buyers who were trying to get financing.



HIGHWAY Crusier

THE MIGHTY NORTHERN MOPARS



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2010 Dodge Challenger SRT 8 OWNER - Bryan Parker



My only complaint with the car was issues with shifting. So, I looked online at shifters and the best rated (and most expensive) was a Barton unit, so I ordered one from Summit Racing. While I waited months for it to arrive my neighbor mentioned that the shifting issue was probably a factory piece used to save gas that analyzed driving conditions and determined if it should push the shifter into 4th instead of 2nd. More research determined that a "skip shift eliminator" was required. A few calls to well-known local shops were very frustrating as they dealt with Chevys, so I was rudely told to get lost and don't ever call back. I then called RTCS Autoworx, who are mostly tuner guys, but they were really great and had it for me in a couple of hours.



2010 Dodge Challenger SRT 8 OWNER - Bryan Parker



All was good for a couple of years. Then more issues came up that pointed to the hydraulic throw out not engaging properly. Well, my buddy Neale, the transmission expert, and I thought how hard could it be to change - it's just nuts and bolts. Looked at YouTube University and it looked simple enough. Onto my lift it went, and I started to remove the layers of parts that were in the way. Before long I had the complete dual exhaust from the headers back, drive shaft, wiring harness, heat shields, etc. piled on the shop floor. Ordered a transmission jack from Amazon and pulled the transmission. While removing the clutch, we decided that it might as well get replaced too since we had it apart. It may have also had something to do with dropping one of the original disks on the floor from 6' up, which didn't do it any good at all. When a new Ram performance clutch and throw out bearing arrived a couple of weeks later, we reassembled everything, and now all shifting issues are sorted out.

The only other performance item I have installed was a BMR front shock tower brace I picked up from Summit Racing when I was in Reno. For now, I am enjoying driving it and put more miles on it this last summer than I ever have.

The car is now fifteen years old and outdated in terms of performance. But it's such a nice car to drive and especially cruise on the highway with its 0.5 double overdrive, so I don't care as I have no intention of racing it. In fact, my 2025 Ram with a turbo six cylinder is rated at 5 HP less than my car. But the exhaust note is nowhere near as satisfying as the HEMI.

The Satellite is gone, and the next project underway in the shop is a 75 Dodge Power Wagon that was a really nicely loaded unit in its day. At least three owners before me have been "working" on it, so Neale and I have been tearing out a lot of it and doing the work properly, as well as adding in everything that was somehow deleted or forgotten. Got to love buying other peoples unfinished projects.