



Dodge Charger SRT Hellcat Redeye

We will start by discussing the 2021 Dodge Charger SRT Hellcat Redeye. As expected, it is powered by a 6.2-liter Hellcat Hemi, topped by a 2.7-liter IHI supercharger. Like the Challenger Hellcat Redeye, the newest supercharged sedan delivers 797 horsepower and 707 lb-ft of torque.



That power is sent to the rear wheels by means of an 8-speed automatic transmission and like the Challenger, 305-millimeter wide tires are tucked under the standard widebody design. The package also adds a high strength driveshaft and 41-spline axles to handle all of that power, allowing it to blast from a stop to 60 miles per hour in the “mid-3-second range” while covering the quarter mile in just 10.6 seconds. Aiding in those efforts is the full spread of high tech performance systems, including the SRT Power Chiller, Launch Assist, Launch Control, Torque Reserve, Line Lock and the SRT Drive Modes.



“The magic of the Dodge Charger is that it delivers all the performance of a true American muscle car while also being able to deliver a family of four or five, day in and day out,” said Tim Kuniskis, Global Head of Alfa Romeo and Head of Passenger Cars – Dodge.

SRT, Chrysler and FIAT, FCA – North America. “The Charger is a big, comfortable, five-passenger sedan that can run the quarter-mile in the mid-10s, 0-60 in the mid 3s and reach a top speed of 203 mph, *and be your daily driver.*”



The Charger Redeye has a top speed of 203 miles per hour, making it the fastest sedan in the world. However, this is not just a straight line missile, as the massive 15.7-inch Brembo front brakes and the Bilstein adaptive suspension setup coupled with the extra power make this car 1.2-seconds faster than the non-Redeye on a two-mile road course.



Finally, helping to keep the supercharged engine well-fed and running cool, the Charger Redeye features a new hood design with a front facing scoop that directly feeds the engine air intake system

and a pair of heat-removing vents.



The Dodge Charger SRT Hellcat Redeye is a 2021 model year vehicle and it is expected to go on sale later this year, with the first units expected to reach owners early in 2021.

Dodge Durango SRT Hellcat

Next up, we have the 2021 Dodge Durango SRT Hellcat. This is another model that we have been discussing for a very long time and it is almost exactly what we would expect. It is powered by the supercharged 6.2-liter Hellcat Hemi, but thanks to a unique engine calibration, it is slightly more powerful than the [Jeep Grand Cherokee Trackhawk](#).



To be more specific, the Durango Hellcat offers 710 horsepower and 645 lb-ft of torque, with the power being channeled to all four

wheels by means of an 8-speed 8HP95 automatic transmission and a heavy duty all-wheel-drive system. This drivetrain allows the Durango Hellcat to sprint from a stop to 60 in just 3.5 seconds while covering the quarter mile in 11.5 seconds at 118 miles per hour. It is aero-limited to 180 miles per hour, but when you aren't looking to go fast, this supercharged SUV will tow 8,700 pounds.



“The Brotherhood of Muscle includes families of all sizes and the Durango delivers Dodge performance as the Charger of the three-row SUV segment,” said Tim Kuniskis, Global Head of Alfa Romeo and Head of Passenger Cars – Dodge, SRT, Chrysler and FIAT, FCA – North America. “And new for 2021, we have raised the bar even higher. The 710-horsepower Hellcat is the most powerful SUV ever. It’s the last piece of the puzzle and, alongside the Charger and Challenger, completes the Dodge brand’s performance lineup.”

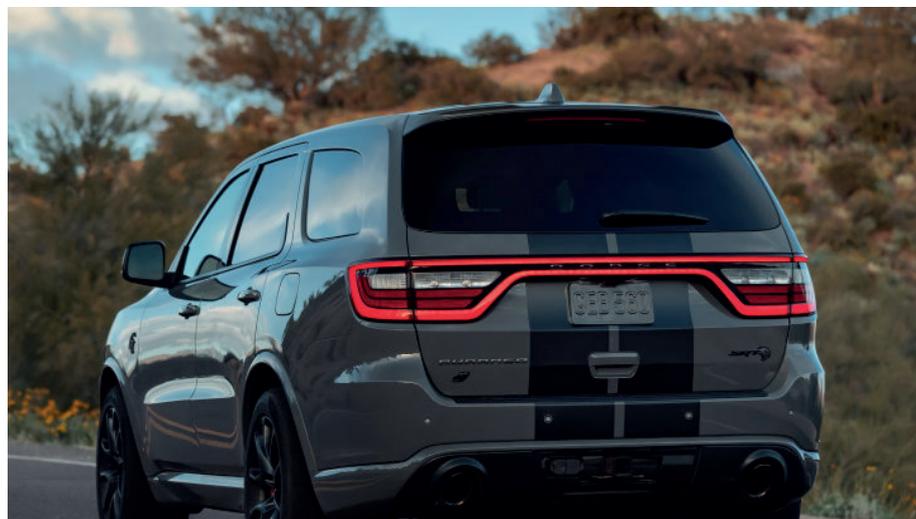


On a two mile road course, the Durango Hellcat is 1.5-seconds quicker than the non-Hellcat model thanks in part to the uniquely

quicker than the rest of the model thanks in part to the uniquely tuned Bilstein adaptive dampers and the huge Brembo brakes measuring 15.7 inches up front and 13.8 inches out back. However, this package isn't just a big engine, unique suspension and big brakes. It also features a redesigned front fascia, a new hood and a new rear spoiler. The hood and front fascia help feed the hungry Hemi engine while also controlling lift at high speed while the new rear spoiler works in conjunction with the front fascia to provide around 140 pounds of downforce at high speed. 295-45ZR20 Pirelli Scorpion tires are standard but buyers can opt up to Pirelli PZeros for added performance.



On the inside, the 2021 Durango Hellcat showcases a new driver-centric layout that is more like what is offered in the Challenger and Charger, except the SUV features the new 10.1-inch infotainment system screen. Of course, there is plenty of leather and suede along with all of the premium gadgets that come in every new SRT model.





Dodge Challenger SRT Hellcat Redeye Super Stock

Finally, the vehicle that comes as a surprise to most Mopar fans is the [Dodge Challenger](#) SRT Hellcat Redeye Super Stock.



This package is based closely on the 797-horsepower Challenger Redeye, but it is factory-modified to dominate the drag strip. A unique engine calibration lifts the output to 807 horsepower while the Nitto NT05R drag radials from the 2018 Demon help make the most of that power. Like the Demon, the Redeye Super Stock comes with 18×11-inch wheels and drag radials on all four corners, while lightweight brakes make room for the smaller wheels while also cutting some weight from the car. However, this is not a Demon re-take, as there is no crate, no skinny front wheels, no race gas engine computer and no extreme weight reduction. The Redeye Super Stock comes with all of the interior amenities that you get from the “standard” Challenger Redeye, but the extra grip, added power and Track-tuned drive mode make it quite a bit quicker.





“I swore that we’d never build another Demon and we won’t,” said Tim Kuniskis, Global Head of Alfa Romeo and Head of Passenger Cars – Dodge, SRT, Chrysler and FIAT, FCA – North America. “But I also said that every Challenger Hellcat and Redeye comes with an unspoken commitment to uphold the brand and the new [Challenger SRT Super Stock](#) is engineered to do just that.”



To be exact, the Dodge Challenger SRT Hellcat Redeye Super Stock is able to blast from a stop to 60 miles per hour in just 3.25 seconds while on its way to a 10.50 quarter mile at 131 miles per hour. Due to the speed rating of the drag radial tires, the top speed is limited to 168 miles per hour.



“Ask anyone who has ever driven a street car on low-profile performance tires and then back to back on drag radials with increased sidewall, and they will tell you the difference is game-changing,” Kuniskis added. “The SRT Super Stock package allows the Challenger Redeye to launch harder and pick-up three car lengths in the quarter-mile.”



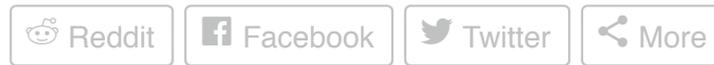
What makes the Dodge Challenger SRT Hellcat Redeye Super Stock unique from the two models discussed above is that it is being launched for the 2020 model year. The order banks will open sometime this summer with the first units being delivered later this year, but the package will also be available for the 2021 model year. Production will not be limited, making this the first ever full production American road car with more than 800 horsepower.



We don't know the pricing for any of these models just yet, but we can expect that information as we get closer to the order banks opening for each.

Patrick Rall was raised a Mopar boy, spending years racing a Dodge Mirada while working his way through college. After spending a few years post-college in the tax accounting field, Patrick made the jump to the world of journalism and his work has been published in magazines and websites around the world.

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