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A VORTECH SUPERCHARGER ON A 6.1L HEMI

These days, the term "blown Hemi" can also mean something totally different.



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Behind the Lens: Dimitri Cretikos and the Author

When you hear the words "blown Hemi," what comes to mind? We feel it's a safe to say that most gearheads would have visions of the classic 426 "elephant engine" with a GMC huffer towering tall, but these days, the term "blown Hemi" can also mean something totally different. Back in July, we printed an article about the current state of the late-model Hemi aftermarket, exploring the different power parts and bolt-ons that make the 5.7L and 6.1L Hemi engines come alive. Besides stroker kits, cylinder heads and camshafts being available, there are a slew of power adder options available these days as well. The folks at Vortech offer a complete supercharger kit



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► For the install, we turned to House of Power in Huntington Beach. Here, Josh Rickards, shop owner/operator starts the install by removing the Charger's stock injectors.

Dimitri Cretikos' Sinister Dodge Charger

Being that he works at the Nelson/Rigg offices in the same building as ProMedia, we couldn't help but notice that Dimitri Cretikos has owned several high-performance vehicles in the last few years, including a couple impressive supercharged Saleen Mustangs. Being a father of two boys,



Cretikos felt like he needed a car that would not only accommodate his family, but also fuel his passion for power and the Dodge Charger was a good choice. Cretikos explained, "I can confidently say that not only does my SRT-8 Charger easily accomplish both, but is also my favorite car I've ever owned. The car in stock form was quite impressive combining power, luxury and superior features/options wrapped with a very menacing look. But now with the addition of my modifications and most noticeably, the Vortech supercharger, that look is now backed with equal performance." We hope to see low elevens on 20-inch drag radials soon. We'll keep you updated.

QUICK SPECS:

Block: Stock 6.1L
Heads: Superior Automotive Port and Polished
Intake Manifold: Superior Automotive Port and Polished
Cam: Superior Automotive Custom Grind
Supercharger: Vortech Engineering
Bypass Valve: Vortech Maxflow Racing Bypass/Blow-Off Valve
Injectors: SRT8 STG II

Map Sensor: SRT8 2-Bar
Headers: Kooks Long Tubes
Cat-Back: Custom Flowmaster Exhaust
Tune: Custom House of Power CMR Tune
Suspension: KW Variant II Hotchkis Sway Bars
Wheels: Asanti AF-403
Tires: Pirelli PZero Nero Max

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that we briefly mentioned in that article. Then a few months later, the opportunity to put a new school blown Hemi to the testing these pages was basically dropped in our laps, and we had to cover it.

We first noticed Cretikos' evil-looking Charger rumbling through our business square near the ProMedia offices. Although we admit the car's 22-inch rims and slammed stance aren't something that we often feature in FSC, but the Charger's sinister look and sound grabbed our attention and after the supercharger kit, Cretikos' Charger ended up becoming a totally different animal.

In this article, we slap a Vortech Si-Trim supercharger on Cretikos' killer cruiser to show what Mopar's neo-muscle car is capable of with a little boost and a custom DiabloSport tune from House of Power. ■

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► The Vortech Supercharger **install** is relatively simple and can be bolted up in less than a day. The engineers at Vortech have designed a sturdy, factory appearing blower bracket that simply bolts to the head.

► The completed **setup** looks like this. Notice the integrated dual-pass air/water charge cooler. It features a closed loop water cooling system with a stand-alone pump, tank, and front mounted heat exchanger. Besides the intercooler, Cretikos plans on putting water/methanol injection on his ride to up the power even further.



► By bolting up Vortech's supercharger kit we were able to increase the Charger's **power output** by over 100 horsepower and 100 ft lbs of torque. Look for this car's dragstrip times in an upcoming issue. Josh Rickards at House of Power thinks it should run low elevens in the quarter, but we'll see. Do I smell grudge match between this Charger and FSC's LS-Wonder?



S O U R C E

House of Power
714.842.9515
hopracing.com

Vortech Superchargers
805.247.0669
vortechsuperchargers.com

Late Hemi Vortech Supercharger Features

- Vortech V-3 Si-Trim gear-driven centrifugal supercharger features an internal lubrication reservoir that does not require a connection between the engine oil pan and the compressor gear case.
- The V-3 includes a remote fluid drain hose (attached to supercharger) that allows for simple fluid changes without removing the supercharger from the vehicle.
- Technologically advanced, high-efficiency impeller and housing design developed in Vortech's SAE J1723 compliant supercharger test cell.
- Fuel management upgrade includes high-flow fuel injectors, 2 bar MAP sensor and DiabloSport Predator hand-held programmer which controls ignition timing and fuel enrichment
- Integrated dual-pass air/water charge cooler configuration features a closed-loop water cooling system with a stand-alone pump, tank and front mounted heat exchanger.
- High-flow bypass valve provides for surge-free compressor operation.
- Inlet and discharge duct connections utilize heat-resistant silicon sleeves and premium quality stainless steel clamps.
- Billet aluminum mounting bracketry for "factory installed" appearance and rigidity.
- Complete bolt-on system including all necessary belts, pulleys and reusable high-flow air filter.
- Higher boost and power levels are also available for modified engines.

