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## How much horsepower does a 5.7 v8 hemi have

Article may contain affiliate links. As an Amazon Associate I earn from qualifying purchases. The 5.7L Hemi engine was the first Hemi engine produced with the re-birth of the hemi engine family. The Hemi engine was previously available from the 50s-70s, but the 5.7L Hemi marked the re-introduction of this popular engine. The name Hemi is originated from the design of the combustion chamber and cylinder heads. The hemispherical design provides an efficient combustion and reduced heat loss. Although the Hemi design or a slight variant is used by other manufacturers, the marketing name Hemi indicates an engine built by Chrysler. This engine is available for purchase in several Dodge models, including the Ram, Durango, Magnum, Charger, and Challenger. The engine is also available in the Chrysler 300/300c, Chrysler Aspen, Jeep Grand Cherokee, and Jeep Commander. The 5.7L Hemi was introduced in 2003, replacing the Magnum 5.9L in the Dodge Ram pickups and the 8.0L in the Dodge Ram Heavy Duty. The 5.7L has gone through two phases with this introduction. The first generation was from 2003 and is still used in some applications today. The second generation of the Hemi was created with a number of modifications in 2009. Some of the major modifications include Variable Camshaft Timing (VCT), which is very similar to the variable valve timing as it is called by other manufacturers, as well as Multi-Displacement System (MDS), which essentially the same as active fuel management and displacement on demand. 5.7L Hemi Performance Specs This engine design has lots of power and with the hemispherical design along with VCT and MDS offering increased efficiency, this engine is consistently one of the most popular. In fact, this engine made the Ward's 10 Best 2003 through 2007, and then again in 2009 with the modified engine. The original 5.7L Hemi introduction in 2003 featured a horsepower number that matched its displacement in cubic inches exactly, 345. This one to one ratio of horsepower to cubic inches is something that was also common in the original Hemi versions, although the horsepower calculation used then was different. The 2003 version of the 5.7L had a peak torque measurement of 375 lb-ft at 4400 RPM. With the upgrades introduced in 2009 including the previously discussed VCT as well as other improvements, such as increased compression ratio, improved air flow, and an active intake manifold, the horsepower was increased significantly. The 2009 version was able to reach up to 390 horsepower and 407 lb-ft of torque. This engine had a bore of 3.92 inches to go along with a stroke of 3.58 inches. Head and Block Construction The Hemi engine uses cast iron block to go along with its aluminum cylinder head. The intake manifold is plastic. The pistons also use an alloy eutectic design for increased strength. The valvetrain is a pushrod camshaft in the block system with 2 valves per cylinder. Due to the engine's hemispherical design, only 2 valves per cylinder is possible, but it does allow for larger intake and exhaust valves, ultimately increasing airflow. The valve springs use a beehive style design which enables lighter springs. The 5.7L Hemi introduced in 2003 was a revival of a great Chrysler engine that was previously obsoleted in the early 70's. Bringing this engine back has proved to be a great success, clearly seen by the run of 6 Ward's 10 Best Engine awards between 2003 and 2009. This engine offers many of the latest technologies available, along with its efficient hemispherical cylinder design. The Chrysler Hemi engine family is a consistently strong engine and is certainly a strong selling point for the vehicles in which it is offered. Power is the name of the game when you get behind the wheel of the 2021 Ram 1500 at Desert 215 Superstore. With the addition of the high-powered 2021 Ram 1500 TRX, the Ram 1500 is available with five powertrains to choose from, and potential owners want to know - what are the 2021 Ram 1500 engine options and specs? Find the right fit for your driving style with this engine and power guide created by Desert 215 Superstore! READ MORE: What Are the Ram 1500 Bed Lengths and Body Styles? Base Ram 1500 trim levels are powered by a 305-horsepower 3.6-liter Pentastar® V-6 engine that makes 269 pound-feet of torque. Married to a class-exclusive eight-speed TorqueFlite® automatic transmission with the eTorque Mild-Hybrid System, the 3.6-liter Ram 1500 will earn 20 mpg in the city and 25 mpg on the highway. Upgrade power and performance with the addition of the venerable 395-horsepower 5.7-liter HEMI® V-8 engine - which makes 410 pound-feet of torque. Paired with the TorqueFlite® eight-speed automatic gearbox, the eight-cylinder Ram 1500 will low an impressive 11,610 pounds of cargo and earn 22 mpg on the highway. Are you looking for a more fuel-efficient pickup truck with massive power? The available 5.7-liter HEMI® V-8 with eTorque will check all the boxes with 395 horsepower and 410 pound-feet of torque. The mild-hybrid system will help upgrade performance with fuel-economy ratings that stand at 17 mpg in the city and 23 mpg on the highway and a maximum towing capacity of 12,750 pounds. Diesel power and fuel economy are highlights of the 2021 Ram 1500 when you opt for the 3.0-liter EcoDiesel® V-6 engine. The power-packed 3.0-liter EcoDiesel® will make 260 horsepower and 480 pound-feet of torque. Married to the TorqueFlite® automatic gearbox, the Ram 1500 EcoDiesel will earn 23 mpg in the city and 33 mpg on the highway with a 12,560-pound towing capacity. Do you crave speed and power? The 2021 Ram 1500 TRX is the fastest and most powerful production truck ever with a 702-horsepower 6.2-liter Supercharged HEMI® V-8 under the hood that earns 650 pound-feet of torque. With this potent combination under the hood, the Ram 1500 TRX will reach top speeds up to 118 mph and will sprint from zero to 60 mph in 4.5 seconds. READ MORE: What Are the 2021 Ram 1500 HFE EcoDiesel® MPG Ratings? What are the 2021 Ram 1500 engine options and specs? Use this Ram 1500 engine guide by Desert 215 Superstore to help you find the right fit. Visit the Desert 215 Superstore inventory today to find your dream truck! Braden Carlson The legendary Hemi engine design has been a staple of Chrysler and Dodge vehicles since their inception as the "Firedome" or "Firepower" engine in the early-1950s. Although the name Hemi did not come to be until the '60s, the engine technology had already been in use for a decade.Now, you can't discuss a Chrysler, Dodge, Ram, or Plymouth vehicle without the legendary word coming out of somebody's mouth. From a classic Barracuda to the current Ram 1500, the Hemi is an icon.The word "Hemi" is simply a shorthand replacement for the word hemispherical. In the context of these engines, it refers to the hemispherical combustion chamber in the cylinder heads.Although the term Hemi is proprietary to the Fiat Chrysler America parent group and has been a trademark of Chrysler since its inception, they are not the only company to use hemispherical combustion chambers in production engines.Both Ford and Chevrolet have used the technology in the past. However, none have been quite so iconic as the Hemi engines found in Chrysler products.One of the most prominent vehicles to feature Hemi engines in recent years is, of course, the Ram 1500. While much of the construction technique used to build the modern Hemi engine has remained the same since its inception, several modern additions like electronic fuel injection and upgraded intake technologies are also used.Let's take a look at the 5.7L Hemi V8 engine found in the 2020 Ram 1500 pickup truck and its specs. Since the Hemi 5.7L V8 first became available in the Ram 1500 with the 2003 Dodge Ram 1500, it has remained largely the same. However, a few additions have been made over roughly the past decade.The 2020 Ram 1500 Hemi 5.7L V8 uses typical overhead-valve construction with a single in-block camshaft. This remains the same throughout the lifespan of the 5.7L Hemi V8.Additionally, it uses two spark plugs per cylinder, just like it did in its original form in 2003. This, too, has remained the same throughout its production run.In 2009, engineers added variable cam timing to take full advantage of power and fuel efficiency. As one might expect, power figures have steadily increased over the span of its production.In addition, as technology continues to evolve and fuel injection becomes more efficient, both power and gas mileage tend to increase.Additionally, the Hemi Multi-Displacement System (MDS) is a cylinder deactivation system that disables certain cylinders under low-load conditions to save fuel.The biggest innovation to the Ram 1500 5.7L Hemi V8 came in 2019. It is the eTorque mild hybrid assist system. This is not a complete hybrid system like you'd find in a Toyota Prius.Instead of an electric motor driving the wheels, a 48-volt electric motor effectively replaces the alternator. Under deceleration and braking conditions, the eTorque motor generates power and charges an onboard battery back.The eTorque system also adds torque bursts up to 130 lb.-ft. for short periods of time during acceleration. While these changes may seem small, they add up to fuel savings. Though they aren't pushing these trucks into massive MPG numbers, adding any fuel savings to a V8-powered truck is a worthy cause. Both the standard Hemi 5.7L and the mild-hybrid eTorque 5.7L feature standard camshaft-in-block construction with overhead valve technology. Additionally, both are standard 90-degree layout V8 engines.Furthermore, both have engine blocks made of cast-iron and aluminum cylinder heads. Additionally, both engines use standard multi-port electronic fuel injection with a returnless fuel line system.The standard 5.7L Hemi engine has a power output of 395 horsepower and 410 lb.-ft. of torque. It has a compression ratio of 10.5 to 1.The EPA fuel economy rating is up to 17 mpg city and 23 mpg highway for a combined rating of 19 mpg, which isn't all that bad for a V8 pickup truck. This engine is good for a towing capacity of 11,610 pounds.The eTorque mild hybrid 5.7L Hemi V8 also has 395 horsepower and 410 lb.-ft. of torque. Additionally, it too shares the same compression ratio as the standard V8 at 10.5 to 1.However, the 48-volt mild hybrid system offers it a substantial jump to up to 20 mpg city and 26 mpg highway for a combined rating of 23 mpg. Furthermore, the electric-assisted torque boost offers an increased towing capacity to 12,750 pounds, which is the most towing capability in its class.Though it isn't a traditional hybrid system, the eTorque's added efficiency and power benefits definitely make it the clear choice if shopping for a 2020 Ram 1500. Furthermore, the eTorque system debuted in 2019. So, certified pre-owned models are available with this technology. It offers the benefits of a hybrid or smaller engine without sacrificing the power or sound of a V8. Though there are several engine options for the 2020 Ram 1500, both the 5.7L and eTorque 5.7L V8s maintain the classic tradition of a Ram lineup with a V8 powerplant under the hood.Furthermore, with 5.7L Hemi engines lasting north of 200,000 miles regularly, shoppers should feel confident if they are looking to buy a 5.7L equipped Ram 1500.Clean used examples of 5.7L equipped 2020 Ram 1500s can be found around the country for under \$40,000. Furthermore, with such a new model year, most examples have relatively low mileage and still maintain a factory warranty, so you can rest assured when purchasing.As always, though, it's important to run a used vehicle's VIN through our free VIN research tool to see its detailed history, even if it is nearly brand new. Whichever engine you choose, we hope you truly enjoy your Ram 1500 purchase.Photos: Dodge The 5.7L Hemi V8 that is found in the 2020 Ram 1500 is a relatively fast engine for a truck. The vehicle will do zero to sixty mile per hour in about 5.2 seconds and then will continue running and do the quarter mile in about 13.7 seconds depending on elevation. This is faster than a lot of the other truck options that are on the market. With Ford beginning to move towards V6 engines in their trucks I would guess that Ram won't be far behind in making the change as well. If that is the case then this may be one of the last opportunities to own a truck with a large naturally aspirated V8 that puts out a good amount of power. Typically the 5.7L Hemi is going to be faster than the competition from GM and Ford, the only thing that can sometimes slow them down is the lack of weight at the rear end, but that can be mediated by putting something in the bed. The 2020 Ram 1500 series with the 5.7L V8 Hemi comes standard with 395 horsepower and 410 pound feet of torque. This is the highest horsepower engine that is offered in the Ram 1500 series aside from the TRX, but the diesel does have 10 more pound feet of torque than the gasoline option. If you are looking to have the fastest Ram that is made today then the 1500 series is a great way to go. For the 2021 model year the TRX was released and that has a larger motor, but that is more of a specialty truck and does not compete with the pricing on the standard 1500 series since it is over double the base price. The Ram 1500 series also has a tow rating of up to 11,610 pounds with the 5.7L engine so that should be enough to tow most of the things that you would need to pull behind it. The hemi motor is also tried and true with Ram and Dodge so there are not many problems that arise with them. If your Ram 1500 series with the 5.7L Hemi engine is not fast enough for you then you can always modify the engine to get some more power out of it. Since the vehicle is naturally aspirated it can be harder to tune than something with a turbo where you can get big horsepower gains by just increasing the boost. That said there are tunes out on the market that can improve the output and efficiency from the engine. Another simple thing that you can do is remove the stock intake and large air box and replace it with a cold air intake that will improve efficiency and throttle response. The next mod I would suggest you do is replace the stock exhaust with something larger that can move more air through it to make your engine more capable. Tuners have generally found that the 5.7L engine is able to peak at around 650 horsepower when it is fully modified. Braden Carlson An automotive journalist for over six years, Braden Carlson has contributed to a variety of auto websites, including Team Speed and LS1Tech. When he's not writing or under one of his project cars, you'll often find him producing video and photography for his "Cursed Forever" YouTube channel. Articles

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