

HOW THE **CUMMINS DIESEL** SAVED DODGE

# DIESEL POWER

THE VOICE OF THE TURBODIESEL ENTHUSIAST

## KING OF THE HILL

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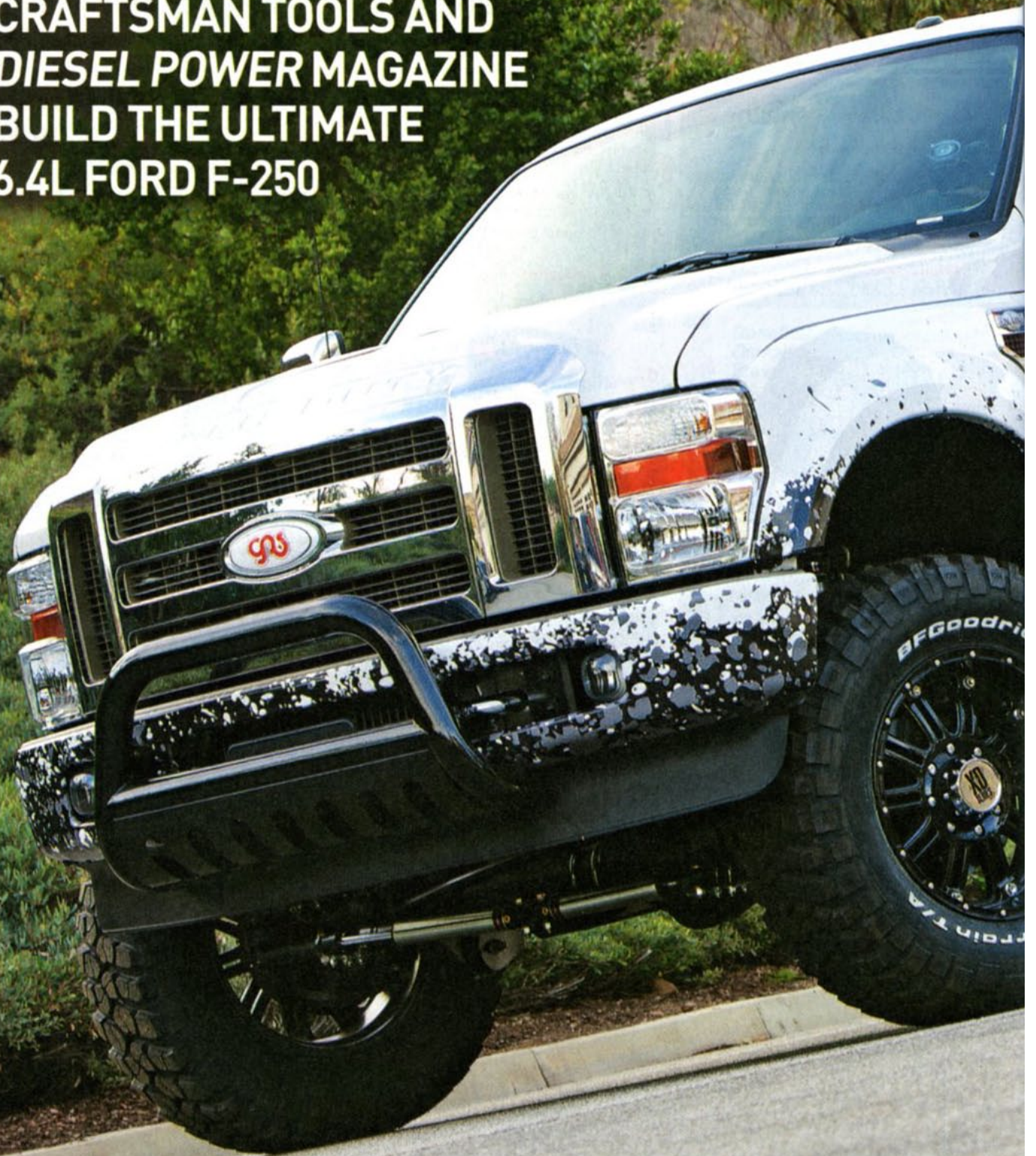
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BY JASON SANDS ■ PHOTOS BY JASON SANDS, WES ALLISON, AND DAVID KENNEDY

# THE PERFECT POWER

CRAFTSMAN TOOLS AND  
*DIESEL POWER* MAGAZINE  
BUILD THE ULTIMATE  
6.4L FORD F-250





# STROKE?



The start of our ultimate truck project was a '10 Ford F-250 that was purchased from Galpin Auto Sales. With a King Ranch interior and four-wheel drive, the truck was already most of what you'd want in a newer diesel. But there's always room for improvement!



# THE PERFECT POWER STROKE?



Since the truck was going to see off-road action as well as regular highway driving, the first step was the installation of a Pro Comp 6-inch lift and 37-inch BFGoodrich M-T tires. The experts at 4Wheel Parts performed all the work in just a few hours.

**W**hen *Diesel Power* magazine was contacted by Craftsman Tools to help build the ultimate bolt-on Ford diesel pickup, we jumped at the chance. *Hot Rod* and *Petersen's 4-Wheel & Off-Road* magazines were also in on the challenge, each with their own modified versions of new Ford trucks. Our goal with this 6.4L-powered '10 Ford F-250 was to be able to keep up with *Hot Rod's* truck in a drag race, while performing just as well as *4-Wheel & Off-Road's* on the trail. While the other two trucks would be focused on doing just a couple of tasks, ours could do it all, and do it well—which is what owning a new diesel truck is all about!



Galpin Auto Sports works on wild show cars every day, so it was the obvious choice for the awesome Craftsman wrap.

"If the need arose, we could get a two-car trailer and haul both of the other trucks around in tow."



The Pro Comp lift came with all the parts needed to do the job, including new leaf springs (on the rear), new radius arms for the front, taller coil springs, and Fox reservoir shocks all around.



The factory rolling stock wasn't going to cut it for our hopped-up diesel, so we replaced the wheels and tires with four 37x12.50R20 BFGoodrich M-Ts.

## OFF-ROAD CAPABILITIES

Since we would be trying to keep up with *4-Wheel & Off-Road's* 5.4L-powered F-150, we decided to perform many of the same off-road modifications it did—only bigger. Our rig was larger and heavier, so we needed more tire to do the job, which meant a taller lift. Pro Comp supplied a 6-inch lift with Fox reservoir shocks for our Ford, which was installed by 4Wheel Parts and Accessories in just a few hours. The tires were also upgraded to 37-inch BFGoodrich M-Ts, which were mounted on 20-inch KMC XD Series wheels. With just a small section trimmed off the inner fender, the truck cleared the 37s fine, and its



# THE PERFECT POWER STROKE?

turning abilities were left intact. Considering the length and width of the truck, it didn't look overly lifted with the 6-inch kit—it looked just right.

## DIESELS ARE THE NEW HOT RODS

Since our horsepower goal was to keep up with *Hot Rod's* nitrous-assisted F-150, we knew we needed a bit more than stock, yet we didn't want to start hacking up the truck, or destroy our stock transmission. For this reason, we went with a complete Banks Big Hoss kit, which includes a programmer (which is DPF-friendly), a free-flowing exhaust, and a high-flow air intake and inter-cooler system. With these modifications, EGT was kept to near-stock levels, while the power was increased from 270 to more than 350 hp at the rear wheels. Since we would have roughly the same horsepower (or even a bit more) as *Hot Rod's* truck, we figure a four-wheel-drive boosted launch should take care of its F-150 in short order on the dragstrip.

## WRAPUP

This is a truck anyone could use as a daily driver. It's faster than stock, while still keeping the factory emissions equipment intact, and it looks and performs better off-road than a non-lifted rig. Plus, if the need arose, we could get a two-car trailer and haul both of the other trucks around in tow—a feat that separates the diesel from the rest of the gas truck field. Ah yes, the future is certainly bright for our multipurpose vehicles—and the public thought so, too. At this year's 2010 SEMA show, the *Diesel Power* magazine F-250 was voted the winner of the Ultimate Craftsman Ford Truck Buildout. **BP**



While the 6.4L Power Stroke engine puts out an impressive 350 hp in stock form, a Banks Big Hoss kit pumped it up by another 100 hp—all while retaining the factory emissions hardware.



Since the new Ford trucks house seven radiators up front to cool various engine fluids, a Smittybilt Grille Saver was installed to protect them from off-road obstacles.



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