



« BIG THREE DIESEL SHOOTOUT!

FIRST ISSUE EVER!

DIESEL POWER

THE VOICE OF THE TURBODIESEL ENTHUSIAST

SPRING 2005
Volume 1, No. 1
PRIMEDIA
The Authoritative Source

BOOST

PERFORMANCE OF
YOUR POWER
STROKE/DURAMAX/
CUMMINS NOW!



INTERNATIONAL'S
COMMANDING
CXT

INSIDE:
33 EZ TIPS
FOR MORE
HORSEPOWER



VISIT: WWW.DIESELPWMAG.COM

Desert Thunder Ford

Fabtech's F-250 Takes
the World by Storm



BY CARL CALVERT ■ PHOTOGRAPHY: WES ALLISON



WHEN WE GATHERED OUR TRIO OF TRUCKS for this issue's cover shoot, the Earth was indeed moving under our feet. These impressive diesel pickups were definitely the cream of the crop, and each truck was special in its own unique way. However, for sheer off-road prowess and suspension perfection, the Fabtech project Ford stood out proudly from the others.

Fabtech's Desert Thunder is a project vehicle the company put together to highlight its line of quality suspension components. Although the

◀ Fabtech's Dirt Logic 4.0 coilover shocks are also part of the suspension mix.

truck features numerous upgrades—including engine tweaks, body mods, a custom paintjob, interior refinements, an audio/video system, and much more—it is in the suspension department that this Ford really shines.

Perhaps the most impressive suspension component is the F-250's 8-inch four-link system. For extreme off-road use, Fabtech outfitted the truck with the company's bolt-on four-link suspension conversion. The main advantage of the four-link over a radius arm is that there is no caster change throughout the suspension cycle, providing excellent driveability with impressive articulation for off-road use. The four-link arms attach to a 1/4-inch-thick steel bracket that is fitted into the factory radius arm frame bracket with the lower end of the links attaching to the OE axle brackets. The links are constructed of



Desert Thunder Ford



▲ The 20-inch Boyd Coddington forged wheels are nicely set off by Fabtech's custom bead rings.

▲ The Ford's engine has been upgraded with a 6-Gun System, high-flow exhaust, and an intercooler, all from Gale Banks Engineering.

◀ The Desert Thunder F-250 doesn't just look good—it performs as well as it looks.

Desert Thunder Ford



▲ The Fabtech Ford's four-link setup uses 2-inch tubing with 1-inch spherical ball endlinks for incredible strength.

▼ The rear suspension is as beefy as the front, resulting in an 8-inch overall lift.



heavy-wall, 2-inch OD DOM tubing with large 1-inch spherical ball endlinks for excellent strength and durability.

As with other Fabtech radius arms, the four-link arms have eccentric cams on the lower links for caster adjustment. The project Ford also has a dropped pitman arm and track bar bracket for proper steering geometry with the increased ride height. The track bar bracket and dropped pitman arm are designed to work in the same plane throughout the suspension cycle, reducing bumpsteer. The system also includes a sway bar drop bracket at the frame and billet steel sway bar endlinks with 3/4-inch Heim ends at the axle. By dropping the sway bar at the frame and providing new endlinks, sway control is kept in check with the additional ride height. In addition, the bumpstop expansion brackets use the OE foam cell cushions for excellent travel control.

As impressive as the lift kit is on the Desert Thunder, the suspension upgrades don't stop there. Fabtech also used its coilover shock conversion system on this Super Duty. The coilover conversion towers directly replaced the stock coil spring buckets with stout gusseting for excellent strength. The bolt-on installation system allows the use of large 4-inch Dirt Logic coilover shocks. These Fabtech shocks feature a 4-inch-diameter monotube with a 1.25-inch-diameter piston shaft and billet aluminum end

caps. In addition, the internal race componentry is mated to large pistons providing excellent damping for aggressive driving. The 4.0 Dirt Logic coilover includes a piggyback 4-inch-diameter reservoir.

To bring that suspension to the ground, Fabtech outfitted the Ford with a set of Boyd Coddington 20x10-inch forged wheels wrapped with 38-inch Toyo Mud-Terrain tires. Fabtech's custom billet bead rings and custom aluminum fenderwells were also added to the mix.

Naturally, what's an aftermarket diesel truck without engine tweaks? Fabtech wasted no time in dropping off the F-250 to Gale Banks Engineering in Azusa, California, and the company bolted on its 6-Gun System, high-flow exhaust, and intercooler to coerce every ounce of horsepower and torque out of the 6.0L Power Stroke powerplant.

As with any impressive project vehicle, this Fabtech project Ford also sports a number on exterior and interior enhancements to round out the overall eye-popping package. The retina-burning blue/orange/silver paintjob was expertly executed by Fabtech's paint department with some graphic design help from Thom Taylor. Further sprucing up the exterior are a set of Kodiak sidesteps, fiberglass fenders and hood from Hanneman, a Precision grille up



front, aluminum differential covers from ORU, a Fabtech Desert Thunder brushguard, and a set of PIAA lights.

Step inside the Fabtech Desert Thunder and more aftermarket wizardry greets the eyes. There's a smoked-chrome dash and chrome interior from Advanced Vehicle Specialties, and a 2,000-watt MTX audio system, also installed by Advanced Vehicle Specialties.

Although the suspension system definitely

takes the lion's share of this unique project vehicle by Fabtech, the entire mix of aftermarket parts and installs makes for a project truck unlike no other. The Desert Thunder Ford F-250 is a brand-new '05 model, and Fabtech wasted no time outfitting it to perfection. **DP**

▲ Up front, a Fabtech Desert Guard brushguard and a set of PIAA lights stand ready for duty.

▼ Interior upgrades include leather work that matches the exterior of the vehicle and the use of chrome paint on the dash and elsewhere.



Desert Thunder Ford