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FABULOUS F-250

BY BOB CARPENTER ■ PHOTOGRAPHY: BOB CARPENTER

Fabtech's "Monster Truck" Is Designed to Be Driven Hard

IF YOU'RE A LARGE SUSPENSION MANUFACTURER AND YOU'RE GOING TO BUILD A PROJECT TRUCK, you know the off-road world is watching. Every part, every detail, every design, and every aspect of the truck will be scrutinized. It simply has to be better than good, it has to be exciting.

So, the talented crew at Fabtech decided to attack this monster-size F-250 with a plan to build a big lifted truck with big tires but design it in such a way as to make sure it was usable. This is no pretty show truck that doesn't function in the real world; this thing can be driven on the street, jumped in the dirt, and in general, treated badly. That was the thinking that set this truck apart from the usual high-profile show truck buildup.

Oh sure, you're thinking, so then why aren't there any action pictures to prove this point? Good catch. We're not trying to pull the wool over your eyes. We hooked up with Fabtech to shoot these photos the second the truck was able to drive around the block to a dirt location. But, Fabtech is not done

◀ With the rear steering cocked all the way over to one side, the Fabtech F-250 looks pretty serious.

▼ A view from the rear puts more light on the F-250's sophisticated suspension and rear end.



▲ Fabtech built the front guard and installed a set of PIAA lights.



▲ Hydraulic ram-assist steering from Howe controls the front.



▲ A custom-designed three-link suspension is used on the rear end.

It's all held together with a three-link suspension system using Fabtech's Dirt Logic 4.0 coilovers. Precision Gear supplied the 5.38 ring-and-pinion for both front and rear, and everything can be locked with the ARB Air Lockers in both ends. Fabtech whittled out custom billet aluminum differential covers for both ends.

The frontend is just about as sophisticated with a Super Dana 60 front axle and Dirt Logic 4.0 coilovers. A custom four-link suspension provides 16 inches of travel, same travel as the rear, while Dirt Logic 2.25 bumpstops are there for protection when the driving gets a bit rough. Dirt Logic steering stabilizers also control excessive shake at the front. Howe provided its hydraulic-assist ram steering for the front and the full hydraulic dual ram steering for the rear.

Boyd supplied the 20x10-inch forged wheels with beadlocks, and they are wrapped in Michelin 15.5/80R20 XL tires. With that kind of rubber at all four corners, there was no room in the wheelwells so Hanneman supplied its fiberglass fenders, bed side, and hood to help that situation. Custom aluminum inner fenderwells were fabricated at Fabtech for a cleaner presentation. Elsewhere inside the engine bay,



▲ A bird's-eye view shows off the Fabtech F250's best assets: big tires, wild graphics, and four-wheel steering.



▲ Dirt Logic 4.0 Coilover shocks from Fabtech control the ride.



▲ Joe's Upholstery took the graphic theme to the inside of the cab with a custom interior.



▼ The outer sections of a Super Dana 60 axle from an F-550 truck are used on the Fabtech F-250.

testing and fine-tuning this vehicle, and it simply wasn't ready to start ripping it to shreds. That will come at a later date, and we just weren't willing to wait that long to give you a close-up look at this beauty.

The one feature that surely turns heads wherever this truck goes is the rear steering. Fabtech had a custom-built rearend made to accomplish this difficult task, and it used a combination of OE parts to achieve the goal. Super Dana 60 steering knuckles and end forgings from an F-550 front axle were combined with a Dana 80 rear axle centersection by Dynatrac in Huntington Beach, California.



▲ Dirt Logic 4.0 coilover shocks control the ride at the rear of the truck.



▲ This joy stock controls the rear steering.
 ▲ Michelin 15.5/80R20 XL tires mounted on one-off Boyd 20x10-inch aluminum bead-lock wheels make a definite statement.

▼ Lots of audio and visual toys were added to the pickup for the pleasure of the driver and passengers.





▲ Howe's full hydraulic dual ram steering is used for the rear steering. These chocks keep the rearend from moving when you want the truck to drive normal.

▼ Both the front four-link and the rear three-link suspensions attach at the middle of the truck.



Banks Engineering's stainless steel 4-inch exhaust was used on the F-250.



▲ A full 16 inches of suspension travel at the front and rear is controlled by Fabtech's Dirt Logic 4.0 coilovers and 2-1/4-inch hydraulic bumpstops.

◀ Custom-fabricated billet differential covers were the handiwork of the Fabtech crew.

▼ A four-link suspension system was custom-built for the front of the truck.



Gale Banks Engineering unloaded a truckload of product at Fabtech's shop, and virtually everything ended up being used.

Fabtech built a front guard for the truck and then added PIAA auxiliary lights. Behind the guard, a new billet grille from Precision really adds some visual pop. The bed received a spray-in liner from Rhino, but it left the custom Fuel Safe fuel cell uncovered.

With all the flash on the outside of the truck, the Fabtech crew didn't forget the interior. Joe's Upholstery did the custom upholstery and used Gemico's interior dash and trim. Al & Ed's installed the audio/visual aids, while Vivo handled the MTX audio system.

The lasting impression this truck leaves on people is certainly aided by the bold graphic design from Jerry Lathrop Design and paint artist Craig Haynie, using House of Kolor paints. **DP**



◀ Another custom billet diff cover adorns the Dana 80 centersection on the rearend.