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MARCH 2011 VOLUME 7 NO. 3

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GM LEVELING KIT

SUSPENSION MAXX NOW OFFERS 2½-INCH LEVELING kits for '11 Chevy Silverado and GMC Sierra HDs. All components in the MaxxCam 3 are constructed from 4140 heat-treated alloy steel, and each kit includes a CNC-machined shock and differential relocation kit. According to Suspension Maxx, its leveling kit is ideal for those

after an aggressive appearance, or for providing enough support for snowplows, brushguards, and heavy winch bumpers. Kits are said to be easy to install, 100-percent adjustable, and American-made.

Suspension Maxx
(888) 629-9226 • www.suspensionmaxx.com

ROLLER ROCKERS



AFTERMARKET VALVETRAIN PARTS ARE ON THE RISE IN THE DIESEL segment. Harland Sharp is getting in on the game with its new D-Force product line, which includes roller rockers for Cummins engines, 6.0L and 7.3L Power Strokes, and the 6.6L Duramax. According to Harland Sharp, all of its lightweight applications are manufactured in-house from 2024 billet aluminum. Units are available in stock or increased ratios, and its rocker arms feature a roller tip for reduced friction and increased performance.

Harland Sharp
(440) 238-3260 • www.harlandsharp.com



LML DURAMAX INTAKE

ADVANCED FLOW ENGINEERING (AFE) HAS BROUGHT ITS STAGE 2 air intake for the '11 LML Duramax to market. Its intake features a powdercoated heat shield that installs using existing mounting locations and incorporates two auxiliary air scoops and two rows of louvers for additional airflow. According to AFE, its product outflows the factory intake by 33 percent. AFE's intake kits start at \$348 and come with its patented Pro-5R air filter. **DP**

Advanced Flow Engineering
(888) 901-7693 • www.afepower.com



PROJECT 6.7L POWER STROKE

PART 2: AIR INTAKE AND DPF-FRIENDLY PROGRAMMER

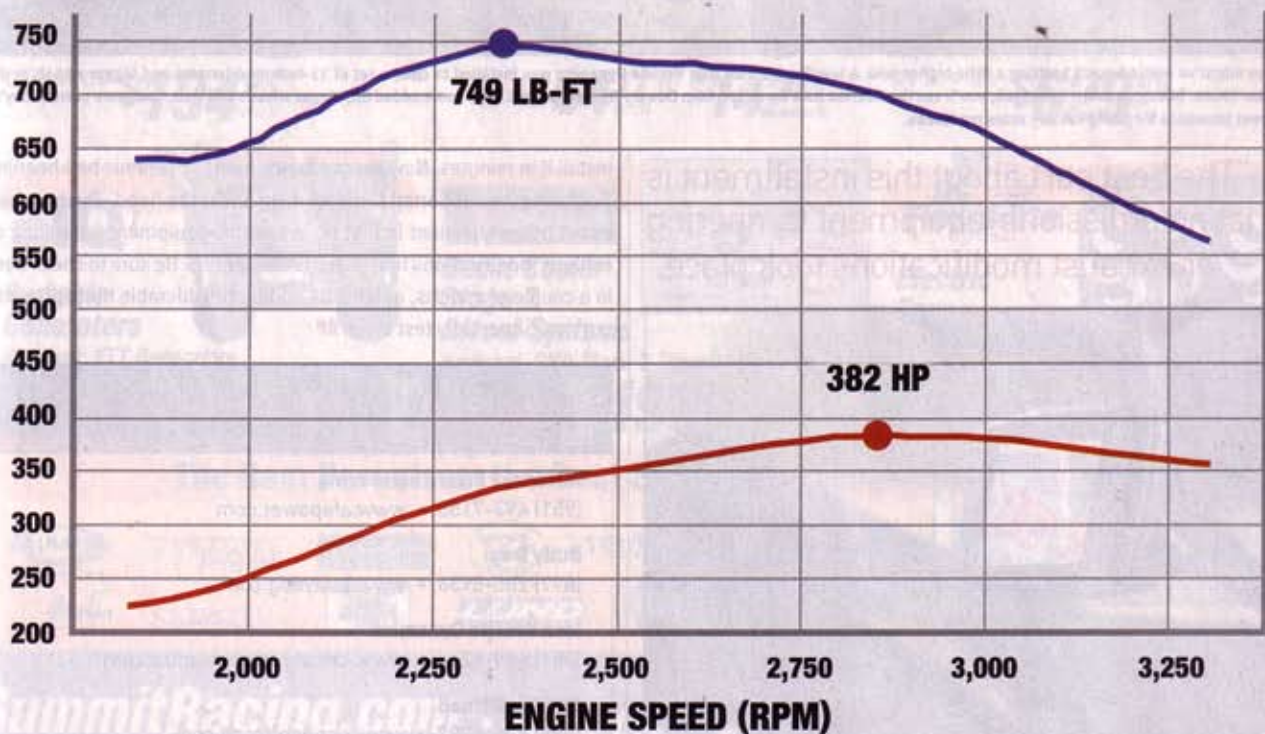
In the January issue, we debuted our new 6.7L Power Stroke ("Part 1: Dyno, Dragstrip, and Street Testing"). Shortly after our initial article, Bully Dog Technologies brought the first downloadable programmer to market for the '11 Fords. Bully Dog's GT (gauge and tuner) tuner boosts horsepower and torque numbers, has the ability to read and clear diagnostic trouble codes (DTCs), and comes with a monitor that displays more than 15 key engine parameters. In addition, Bully Dog's new driving coach feature can be used to maximize your truck's fuel economy.

Under the hood, we installed another first-to-market item on our '11 Super Duty: Advanced Flow Engineering's (AFE) Stage 2 air intake. The system is said to outflow the factory intake by as much as 67 percent, and we were able to



Using Bully Dog's GT tuner is as straightforward as it gets. All tuning is downloaded onto the ECM via the truck's OBDII port, and each unit comes with an OBDII adapter plug, main wire harness, wire harness for the gauge, MicroSD card, and a windshield mount. The GT tuner retails for \$699.

The AFE Stage 2 Intake for the 6.7L Power Stroke was released in mid-2010, right after '11 Super Dutys began arriving on dealer lots. Both its dry or wet (oiled) air filter elements are offered. The system we installed came with a Pro 5R wet filter and retailed for \$372.



Returning to Randall's Performance and Accessory's SuperFlow dyno in Gladstone, Illinois, the truck put down 382 hp and 749 lb-ft at the wheels with the GT tuner on the Extreme setting. In stock form, horsepower peaks and falls off quickly after 2,800 rpm. This was not the case with the GT tuner. Horsepower sat at its peak (382 hp) for more than 200 rpm. Not bad for programming that doesn't smoke a lick and doesn't increase regeneration intervals. As we went to press, Bully Dog released an update for the GT tuner, which is said to be capable of making considerably more horsepower than the unit we tested.

*All results are shown using the Society of Automotive Engineer's (SAE) correction factor. All dyno pulls were made in Fifth gear, manual shift mode, and with traction control off. All tests started at 52 mph and ended at 97 mph.



You might've noticed our '11 sitting a little higher now. A leveling kit from Icon Vehicle Dynamics was installed to clear a set of 35-inch mud-terrains and bigger wheels in the near future. Taking an even closer look, you'll see the traction bars we added from One Up Offroad (arrow). With some added lift, bigger wheels and tires, and more power, they're great insurance for ruling out any axletwrap issues.

"The best part about this installment is that no emissions-equipment tampering or exhaust modifications took place."



It was nice to finally be able to keep an eye on some of the 6.7L's vitals. During each loaded dyno run, exhaust gas temperature never exceeded 900 degrees and boost never exceeded a safe, 27 psi.

install it in minutes. Now we can faintly hear the ceramic ball-bearing, single-sequential Garrett turbo working under the hood. The best part about this installment is that no emissions-equipment tampering or exhaust modifications took place (DPF-friendly). Be sure to check back in a couple of months, as we'll be adding considerable horsepower to our new Super Duty test mule. **DP**

Sources

Advanced Flow Engineering

(951) 493-7155 • www.afepower.com

Bully Dog

(877) 285-5936 • www.bullydog.com

Icon Vehicle Dynamics

(951) 689-4266 • www.iconvehicledynamics.com

One Up Offroad

(888) 986-6387 • www.oneupoffroad.com

Randall's Performance and Accessory

(309) 627-2500 • www.randallsperf.com

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aFe Power's new rear differential cover features a 5-Quart lube capacity, a magnetic drain plug, a magnetic tipped fill plug for maximum rear-end protection. Exclusive built-in internal and external fins transfer heat from the fluid to the outside air for maximum cooling. aFe has also designed a large oil level sight glass with calibration plug set to the factory fluid level to eliminate overfilling. This differential cover is constructed of durable die-cast A380-T6 aluminum with reinforced ribs and wrinkle black powder coating for maximum strength and styling. This cover fits AA-14-11.5 axles.

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