

One of the first things that captures your attention about the truck is its fiberglass front fenders and bedsides. They're made by Glassworks Unlimited, and the front fenders have a 4-inch flare and a 2-inch rise. The bedsides have the same rise, but a 4½-inch flare. Speaking of the bed, the truck has a longbed conversion by the folks over at Innovative Customs. From the factory, all Mega Cab trucks are equipped with a shortbed. The team at Innovative Customs extends the frame and fits a longbed so you have more room to haul cargo.

Photo: Kim Brubaker



OVERACHIEVING



Sargenti's Mega Wagon

By Ken Brubaker *Photography: Robin Stover*

Let's begin by noting what Edwin Sargenti's '07 Dodge 2500 Mega Cab doesn't have. It doesn't have a flashy look-at-me paint job, sky-high lift, or an expanse of glittering chrome doo-dads. But even without those things, the truck is a definite attention-grabber. How can this be? Well, it has an assortment of very cool mods that truck fans can appreciate, from a mega-flexy, durable suspension to a handy longbed conversion, to functional flared fiberglass fenders, to a power-oozing Cummins diesel engine.

The truck was designed to shine off-highway as well as work hard. Not only is it incredibly capable and durable in the dirt, it's set up to tow just about anything, and its bed tells a story of a variety of hauled cargo. Trust us, we know. The truck's owner is a friend of ours, we've used it for various bolt-on stories, and we've borrowed it to tow and haul. It's the overachiever of trucks.

So what makes it work so well? Read on.

EVER

▷ An impressive collection of mods adorn the 5.9L Cummins diesel. On the performance side, there's an ATS Aurora 3000 turbo, which offers a number of benefits including increased fuel economy, better performance, and lower EGTs. A slew of aFe products also helps improve performance, and the list includes an intake that provides a 17hp and 50 lb-ft of torque increase; an intercooler that increases airflow by 30 percent and lowers overall and EGT temps; and a 4-inch-diameter stainless-steel turbo-back exhaust. That's not all. There's also an ATS Pulse Flow exhaust manifold that allows the turbo to spool up sooner for less lag and backpressure as well as increased fuel economy. An Edge Juice with Attitude controller adds up to 100 horsepower and 250 lb-ft of torque. Rounding out the underhood mods are a Filtration Systems Worldwide FS-2500 bypass oil filtration system and turbo hoses by Mr. Bob's Distributing. The Cummins powerplant is fed fuel via a massive Aero Enterprises 60-gallon fuel tank that gives the truck incredible range. Naturally, the transmission had to be addressed to handle all the power the Cummins was producing, so Sargenti installed a heavily modified Race Series NADP Heavy Hauler transmission that's cooled by a B&M cooler with SPAL fan.



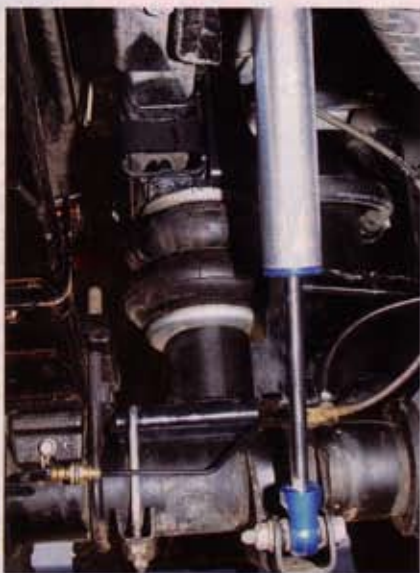
◀ Up front is a Power Wagon-sourced American Axle 9¼-inch axle, complete with the factory TracRite electric locker and 4.56:1 gears. A Mag-Hytec diff cover makes checking and maintaining the axle much easier, thanks to its built-in drain plug and dipstick.



▷ Sargenti's rig has a Wayne Hanson Original front bumper, and it houses a Warn 16.5ti thermometric winch, a pair of Pro Comp HID lights, and a duo of Baja Designs LaPaz lights. Out back is a Fab Fours rear bumper that has integrated steps and a pair of ¾-inch D-ring recovery points. Other exterior mods include AMP Research Power Steps and a B&W Turnover Ball hitch system.

Photo: Ken Brubaker





△ The rear suspension is also lifted using KORE Performance Technical Series components as well as Deaver springs. Air Lift air bags were installed to help level the truck when towing or hauling heavy loads. The rear axle is the stock American Axle 11½-inch unit, but it's been upgraded with a Mag-Hytec diff cover and a Detroit Truetrac differential.



△ Tucked underneath the Dodge is a B&M transmission cooler with SPAL fan and an Air Lift air compressor for the rear airbags.



△ The front suspension is comprised of a premium KORE Performance Technical Series suspension, which generates 5½ inches of lift, and it's what allows the truck to run the big 37x13.50-17 Mickey Thompson Baja Claw tires on Weld Racing forged aluminum wheels. The KORE kit includes variable-rate coil springs, 7075 T6 billet aluminum hybrid control arms with spherical bearing end links, and 2.0 KORE-Fox Pro remote-reservoir race shocks. There's also a KORE Performance Race Series antisway bar kit that includes a race-style splined torsion bar, 6061 T6 billet aluminum pillow blocks, high-articulation spherical bearing end links, tunable poly bushings, and stainless-steel locating collars.



△ Inside the truck, the cab remains mostly stock, with the exception of a trailer brake controller, a set of Husky floor liners, an Edge controller, and switches for the exterior HID lights, front diff locker, and rear air bags. There's also an upgraded audio system, which uses JL Audio and Pioneer components.

SPECIFICATIONS

GENERAL

Owner/Hometown: Edwin Sargenti/Salinas, California
Vehicle/Model: 2007 Dodge Ram 2500
Estimated value: \$75,000

ENGINE

Type: Cummins 5.9L turbodiesel I-6
Aspiration: ATS Aurora 3000 turbocharger; aFe intercooler, intake, 4-in turbo-back exhaust; ATS exhaust manifold
Output, hp/torque (estimated): N/A

DRIVETRAIN

Transmission: Race Series NADP Heavy Hauler
Transfer Case: NP271E

SUSPENSION

Front: KORE Performance Technical Series 5½-in lift, Race Series antisway bar
Rear: KORE Performance Technical Series 5½-in lift, Deaver springs, Air Lift air bags

AXLES/DIFFERENTIALS

Front: American Axle 9¼/TracRite electric locker
Rear: American Axle 11½/Detroit Truetrac
Ring and pinion: Randy's Ring & Pinion 4.56:1

WHEELS/TIRES

Wheels: 17-inch Weld Racing
Tires: 37x13.50-17 Mickey Thompson Baja Claw



△ Here you can see the rear portion of the chassis removed from the vehicle during the conversion from shortbed to longbed at Innovative Customs.

▷ We know Sargenti's truck is a capable hauler because we've borrowed it and hauled with it. Here it is hitched to a gooseneck trailer with our projects Mega Titan and Teal Brute onboard. **FW**

