

**DYNO TESTED CUMMINS TOWING UPGRADES**



# **DIESEL** **WORLD**

*Special*

**BIO-DIESEL!**  
**FACT & FICTION**

MAKE YOUR OWN FOR  
**\$1 GALLON**

**+ 22 HP**  
**POWER**  
**STROKE**  
**EXHAUST**



**HOW TO**  
**INSTALL STACKS**

JANUARY 2008  
\$4.99 • \$5.99 in Canada  
VOLUME 3, NUMBER 1



**150 MPH**  
**STREET LEGAL RAM**



# READERS RIDES

DIESEL WORLD • DIESEL WORLD • DIESEL WORLD • DIESEL WORLD • DIESEL WORLD •



## Ammons' Ram

Reader James Ammons writes: "Hey guys, I have a 1993 Dodge Power Ram W350 Cummins Turbodiesel. I know these trucks are older but I love my truck, and for toughness you can't beat it. I have found it very hard to find power upgrades for my truck, even high-flow air filters, much less anything else. Can you help me out, or better yet write an article on these older diesels? They are still out here working just as hard as ever."

OK, since you asked, James. We'll have a story on first generation Cummins upgrades next month. Stay tuned!



## Scott's Dodge

Scott's '98 12-valve has been modified with an eye toward doing more pulling. Much of the work has been to improve induction. He has installed 330-hp injectors (with return shut off at each injector), .120 stainless steel fuel lines from Schmidt Diesel, laser-cut delivery valves from Hatzley Machine, and no cam plate. His system develops, with the waste gate closed, 51 psi (max boost on EX38). He uses stage-2 water/methanol injection from Snow Performance with an upgraded 220-psi pump. To get power to the ground he has an ATB torque converter and transmission. Underneath is a 2.5-inch leveling kit from Top Gunz. Scott tells us he is currently looking for sponsors so he can be more competitive pulling.



## Scott's Perfect Truck

Scott Countryman is more aware than most people that no diesel rig is perfect from the factory. Some need more power, some need a better transmission, and some just need a better cabin. So he built himself a 2000 Superduty, powered by an '03 common rail Cummins, mated to an Allison 1000 transmission. He calls it "the perfect truck." He has improved performance using a dual stage turbo (rather than a compound) inspired by BMW and Mercedes. Last time out, Scott's truck dynoed 682 hp and 1,250 lb-ft in Denver. It is used to drive 100 miles a day, seven days a week. According to Scott, "It can push snow, pull

trailers, hot rod around and whatever else." He also built an oil filter relocater that moves the entire oil filter block, as opposed to just the filter to make room next to the motor.

Scott has an advantage over most truck owners. His business, Destroyed ([www.destroyed.com](http://www.destroyed.com)), is a shop that specializes in swapping diesel components.