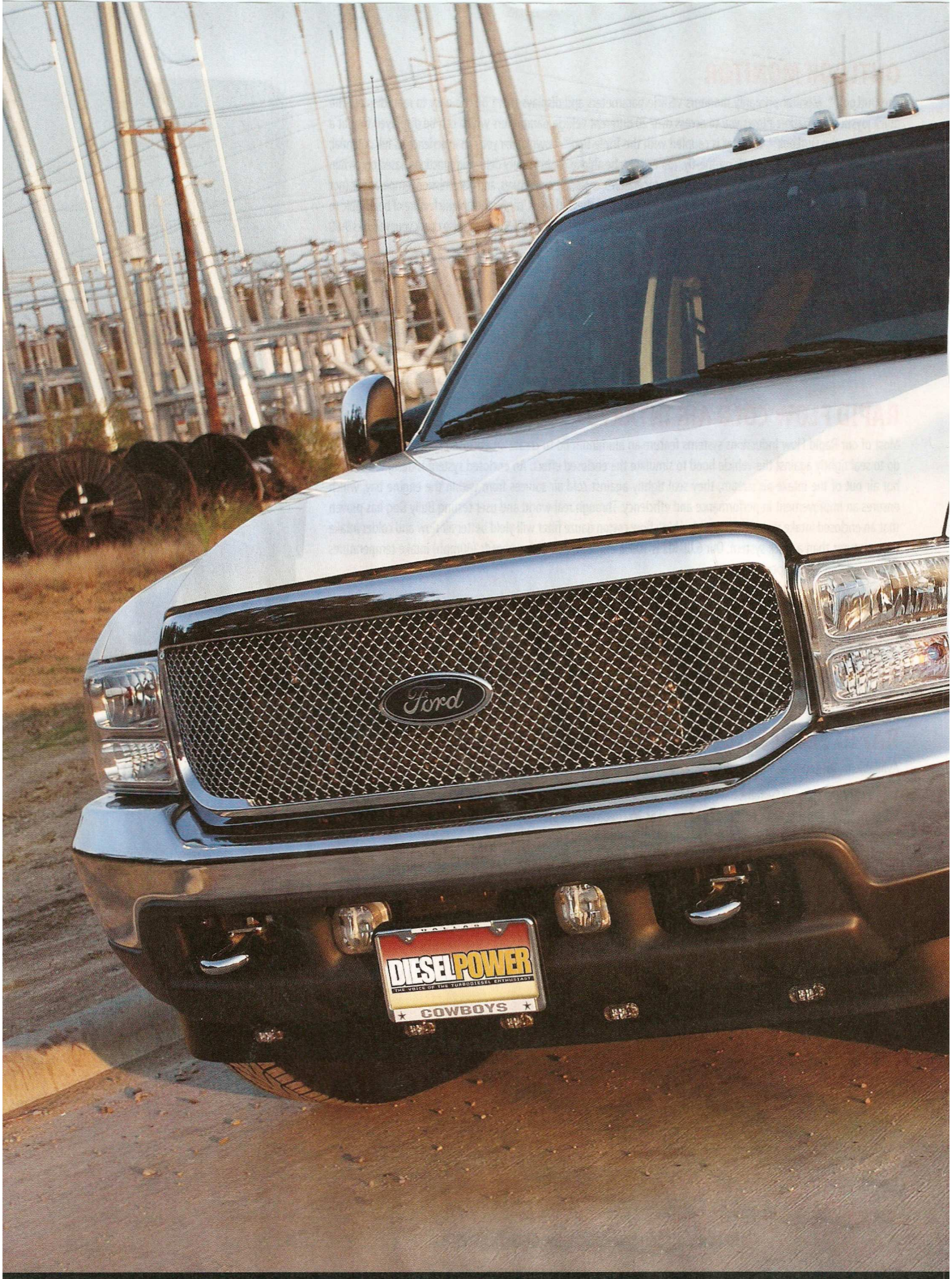
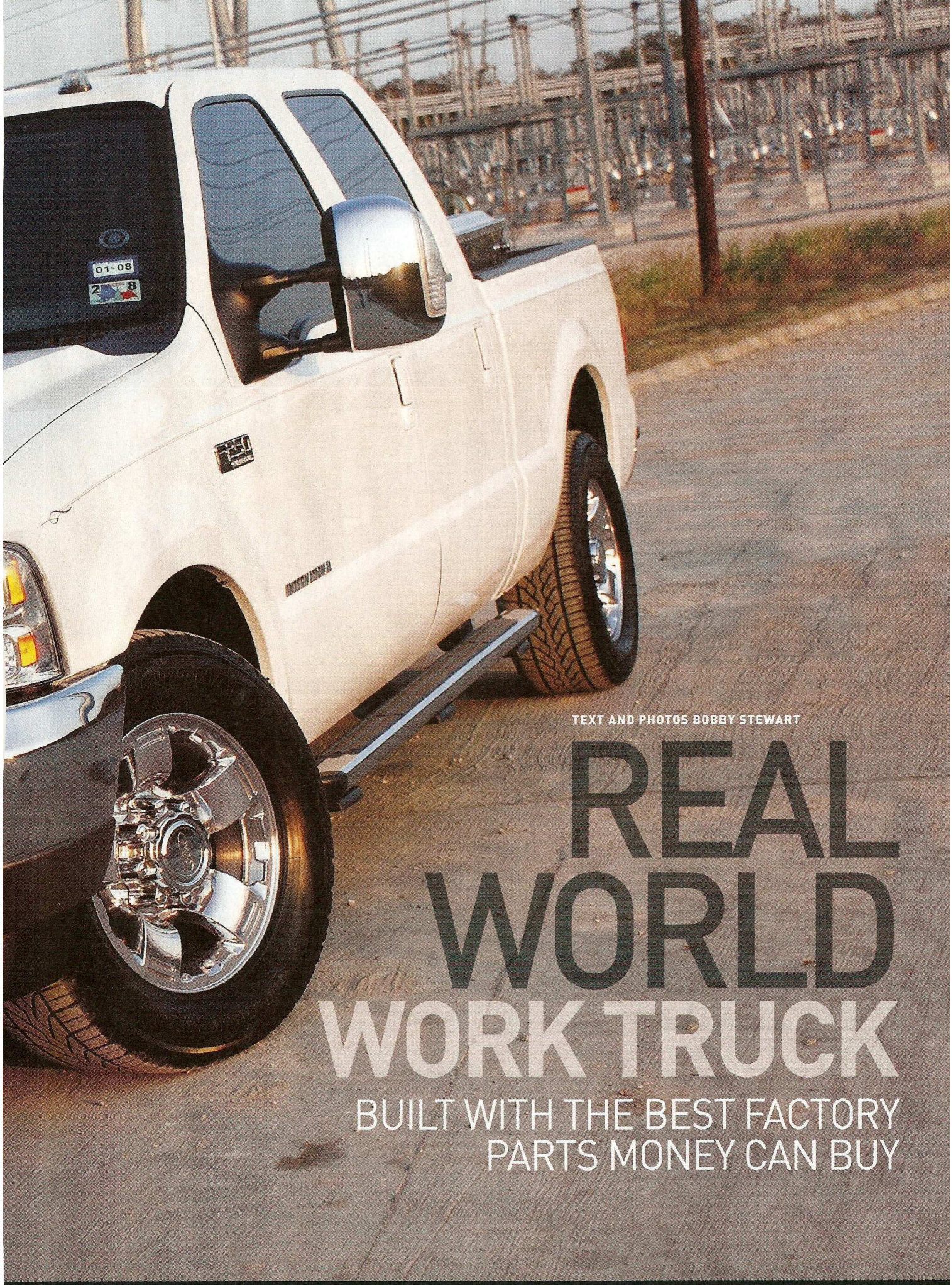

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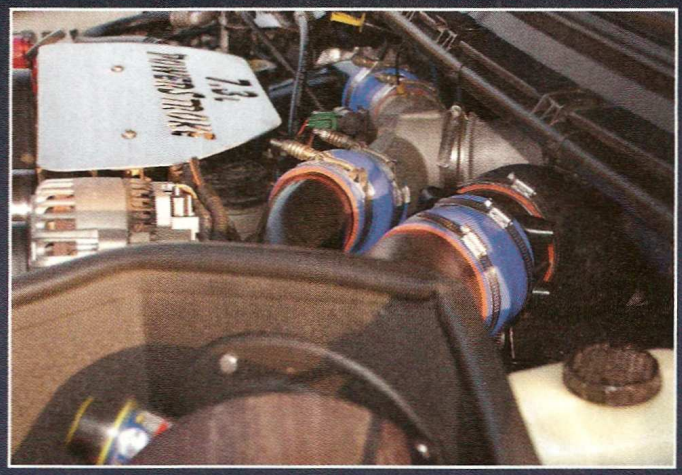
REAL WORLD WORK TRUCK

BUILT WITH THE BEST FACTORY PARTS MONEY CAN BUY

REAL WORLD WORK TRUCK

IT WAS THE YEAR 2000, AND DIESEL FUEL WAS CHEAPER than gasoline. Bryan Whatley of Wylie, Texas had just picked up a brand new Ford F-250 that he planned to use as a work truck. Bryan is a master electrician by trade so it made sense that he would need a heavy-duty truck when he drove from job to job. For Bryan, diesel meant a whole lot of power, yet less expensive than a V-10 gas truck. Shortly after purchasing the brand new F-250 though, Bryan decided that a few minor upgrades for his diesel were necessary. One upgrade led to another until he eventually ended up with a well-modified "work truck." His story, like most, is a snowball effect of modifications, all leading to a grand finale where the work truck becomes an instrument of play.







INTERNATIONAL T444E UPGRADES

The first order of business was to increase the power output of the 7.3L Power Stroke (aka T444E), which was already making decent horsepower from the factory. Opting to not go extreme, he purchased a Garrett GTP38R ball-bearing turbo to put out approximately 40 pounds of boost, or 20 percent more than the factory turbo.

Bryan then swapped in a 6.0L Power Stroke intercooler, which is 25 percent larger than the 7.3L version, not to mention more efficient. The air intake heater was also removed, and a 203-degree thermostat now takes the place of the factory unit. The Power Stroke then received an AFE Stage 2 cold air intake, and a custom-built 5-inch exhaust system with pieces from an '05 Super Duty.

The fuel tank was dropped from underneath the truck and Brian modified the mixing valve, relocated the fuel return line, and changed the factory quick disconnects to Goodyear push lock hoses. Bryan shimmed the fuel pressure regulator to 70 psi (International's specifications) and installed his own air pressure regulator that he purchased from Home Depot, allowing the F-250 to go from idle to redline without de-fueling the motor.

After trying several aftermarket programmers, Bryan ultimately went with a custom six-position chip made especially for his truck by Tony Wildman at totaldieselperformance.com in Ft. Worth, Texas.

The 4R100 transmission was rebuilt with Sonnax parts and feeds power to 3.73 gears in the 10½-inch rearend. The finned aluminum differential cover is from an '08 Ford Super Duty.

Finally, the entire truck gets plenty of juice thanks to Optima's Red Top battery. While Bryan freely admits that his truck isn't putting out the insane horsepower numbers that many other diesels are today, he does state that the truck is putting out approximately 500 horsepower in its current form, which is a significant amount for a 7.3L work truck and daily driver.

PARTS FROM EVERY SUPER DUTY

Externally, Bryan's F-250 looks pretty stock, but closer inspection reveals much more. Bryan opted to update his '00 with parts from the newer models. The front end is noticeably different thanks to a chrome mesh grille that Bryan purchased from eBay. He also ditched the factory headlights and replaced them with units from an '07 model. Since the truck was originally an XLT and came with no fog lamps, Bryan purchased fog lamps and installed them himself. He also opted to replace the factory front bumper and air dam with '03 F-250 stuff.

The running boards are actually off of an '02 4x4, but Bryan modified those as well, removing approximately 3½ inches to allow a tighter fit to the cab. He even ditched the '00 mirrors and replaced them with '07 chrome signal mirrors. Since his truck didn't have cab lights, Bryan got his hands on a complete factory setup, including the wiring harness, and installed cab lights on his F-250. He did, however, replace all the factory lenses with Recon clear models, including the third brake light. Bryan even made custom LED turn signals by tearing apart and replacing the factory bulbs with LEDs from a semi-truck application.

Even though primarily a work truck, Bryan also uses it as a daily driver and wanted to look good while cruising the Texas highways. With that in mind, Bryan had Detroit Customs in Sachse, Texas remove the body side moldings and paint the tailgate and door handles. Detroit Customs also removed the original Ford emblems and went with the much larger emblem off of an '08 Super Duty. Where you used to find the factory Power Stroke emblem, Bryan went a different route and replaced it with an International semi-truck emblem. Bryan then contacted James Crawford,

REAL WORLD WORK TRUCK

of Garland, Texas, to lay down custom pinstriping for the added visual effect. He topped it all off with a Rhino-lined bed and Seal Tite aluminum crossover toolbox for one slick work truck.

Not wanting to leave anything alone, he chose to go with a wheel upgrade just to keep up with everything else. Since Ford SVT wheels weren't an option on the '00 models, he purchased a set of 18x8-inch chrome Ford SVT wheels which are wrapped in 285/60R18 rubber. Bryan's major reason for going with a factory–engineered wheel was simply that the stock (and SVT) wheels are hub-centric, which is very important to the overall performance and load-carrying capabilities of the truck.







MOVE OVER KING RANCH EDITION

With the rest of the F-250 meeting his expectations, Bryan called upon Wheelhouse Auto Design in Sachse, Texas to spruce up the factory interior and give him a little added comfort for those drives from site to site. The factory dash cover was removed and replaced with a burl wood model. The seats were removed and rewrapped in saddle leather and ostrich materials. The A-pillars are also of burl wood style and house Autometer gauges. Wheelhouse also made custom leather door inserts to match the seats.

Bryan managed to confiscate the auxiliary idle controller from an ambulance so the Optima Red Top battery keeps a good solid charge, even when he's sitting in a parking lot at idle. Since Bryan is constantly monitoring the CB radio bands, he built his own custom CB console, wrapped in ostrich, to keep the mic within an arm's reach at all times.



At this stage, Bryan is happy with the way his F-250 has turned out. While aware that going any deeper would put him into the "big dog" class of diesel power, he's content with the style and performance of his '00 Ford F-250. Whether it's driving from job site to job site or toting the kids around the Texas streets, Bryan's F-250 demonstrates what desire and love for diesel can accomplish. While he purposely bought and built the truck as a means of supporting his electrical job, he also wasn't going to completely give up on looks. As he tells us, "Keeping a work truck clean is easy. Keeping it clean with three girls in car seats is the hard part." **DP**

