



This is my 2010 Ford F550 that I put a DFC Diesel engine with Speed of Air Hyperformance pistons. The previous engine had upgraded turbos, camshaft, ported heads, AFE intercooler and a Spartan tune on the 210HP Tow Performance setting. The truck has a 3 inch lift and is on 37 inch tires and with camper weighs nearly 19,000lbs and the trailer with my SXS is another 5,000lbs. Prior to the engine the truck was averaging about 40 lph (5.8 mpg) and after the engine has been averaging 34 lph (6.9 mpg) a 16% increase. The engine is noticeably quieter and I have seen a drop of peak EGT's of around 150-200 degrees. There is less turbo lag and I get up to speed quicker at 1/3 throttle than I did at 1/2 throttle before and is easier to maintain speed on hills using less throttle input as well. I have put on nearly 10,000kms (6,000 miles) since installing the engine and based on my results am expecting to save over \$12,000 within 100,000kms (60,000 miles). Just how well the truck works now alone was worth the investment the fuel savings are just an even greater added bonus I would definitely recommend to anyone needing an engine replacement.

Matt