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★ **6.0L WATER-PUMP FIX**

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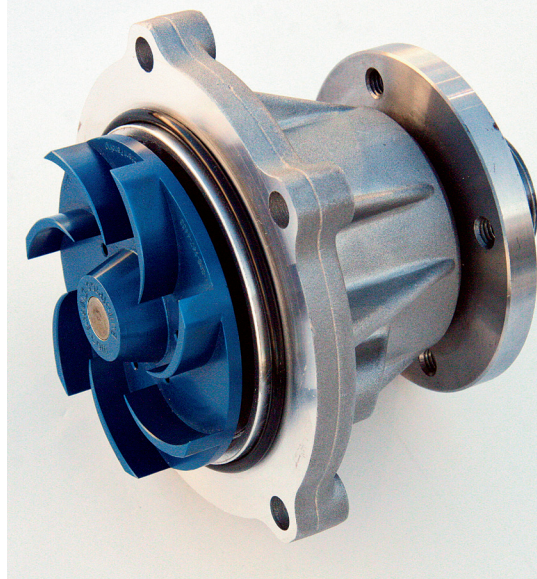
BY JERROD JONES

PHOTOGRAPHY: MONTY BROWN AND JAY KOPYCINSKI

**A**RE YOU THE PROUD OWNER OF A 6.0L POWER STROKE SUPER DUTY? GOOD FOR YOU FOR STAYING LOYAL AND (HOPEFULLY) FIGURING OUT THE PESKY PROBLEMS THAT CAN PLAGUE AN OTHERWISE GREAT ENGINE! WITH A FEW MODIFICATIONS, THE 6.0L CAN BE A RELIABLE WORK HORSE THAT CAN OUTRUN ITS 7.3L PREDECESSOR.

But even the most reliable workhorse can trip up if someone shoes it incorrectly. If your 6.0L's cooling system is visibly perfect, holding pressure, and running fine at idle while you're inspecting the problem, but still tripping up when under throttle, it's likely that you've got a water-pump impeller issue. The stock impellers are plastic and can become brittle and crack or break along the hub.

If you think this is your issue, BulletProof Diesel has a more permanent solution for you than a stock replacement. It has released a new aluminum impeller water pump that is not only stiffer and stronger (preventing impeller flex under load), it's also a guarantee that you'll never have a little, brittle plastic impeller be your 6.0L's downfall. **OR**

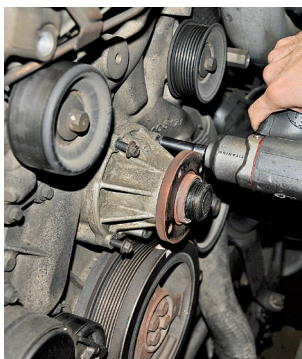


## BULLETPROOF'S NEW WATER PUMP

### FIXING THE 6.0L POWER STROKE'S HIDDEN COOLING ISSUE

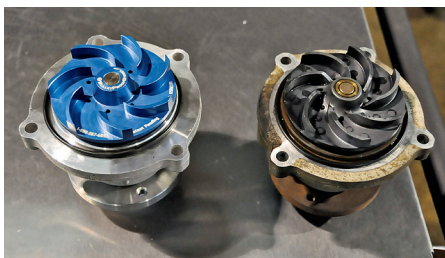


**1** We're skipping a lot of steps here, but Diesel Tech in San Jacinto, California, first removed the fan shroud, the fan, the serpentine belt, and the water pump pulley that goes onto the 6.0L Power Stroke diesel water pump. It's a simple process, but time consuming. Once those things were removed, the water pump could be accessed.



**2** With everything finally out of the way, there are only four bolts to be removed and the water pump can then be pulled (or maybe pried) from the engine block.

**3** The aluminum impeller of the BulletProof Diesel water pump is precision machined and has the same length and pitch on the aluminum blades (as the stock plastic impeller). Since you'll never see the blue-anodized finish of the aluminum impeller once installed, you'll have to be content just knowing that it's stiffer, stronger, and won't crack along the hub.



**4** Assuming that your radiator is good, your head gaskets aren't blown, and there are no leaks that cause you to lose coolant, your overheating issue is likely a broken or cracked water-pump impeller. It's impossible to tell if the plastic impeller is damaged unless you remove it from the engine. This one was toasted.



**5** After Diesel Tech removed the old water pump from our 6.0L, there wasn't much to the install of the BulletProof water pump. The four factory bolts are reused to hold the new water pump in, and a new O-ring is provided with the water pump.



#### THE SOURCE

**BULLETPROOF DIESEL**  
(888) 967-6653  
[www.bulletproofdiesel.com](http://www.bulletproofdiesel.com)

