

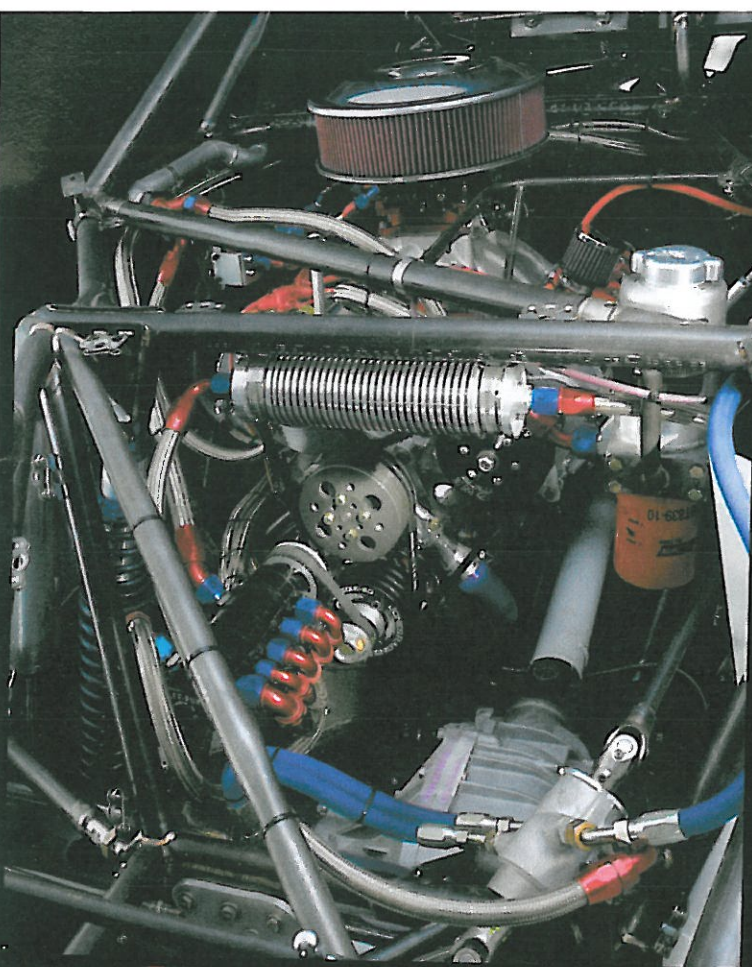
Dirt Sports  
FEATURE

2009  
**King  
Hammers**  
of the  
the ultimate desert race



"Chance fav  
prepared m





**LEFT:**

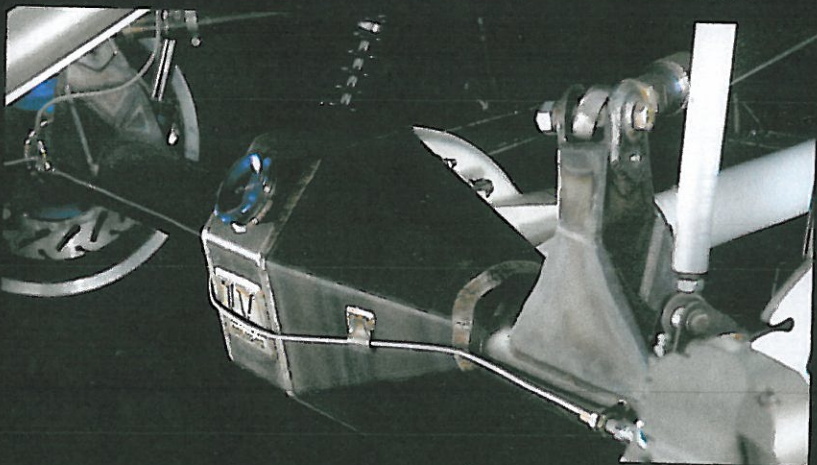
Power is king in the very competitive Pro 4 class and this truck houses a 410-cubic inch, Pro Power-built Ford V8 that puts out 875 staggering horsepower. The engine is carbureted due to class rules and the fuel/air mixture is controlled by a variety of different carburetors dependant upon the track layout. The rev limiter, also dependent on track layout, is set between a whopping 8,600 to 8,800 rpm. A Turbo 400 three-speed automatic built by J&H Transmission handles shifting duties, and a variety of different course-specific torque converters are used.

**BELOW LEFT:**

The rear suspension uses a four-link setup to cycle to the maximum allowed 20 inches of wheel travel. A similar shock setup to the front uses a Fox bypass shock and coil carrier to control suspension movement. While most builders use a slightly-angled 18-inch stroke shock, Kincaid and the Jenkins Brothers Racing team decided to go with a longer 20-inch stroke shock. This helps reduce wear and tear on the shock as it doesn't always operate at the maximums of its stroke. A keen eye will notice a lack of air bumps on the truck as Kincaid feels their rebound characteristics are too erratic for short course use.

**BELOW:**

Bringing up the rear is one of Tube Works' beautifully-crafted axle housings. A 4.56 ring-and-pinion gear, along with a spool (the only differential allowed by class rules), is stuffed inside and connected to 45-spline axle shafts, also from Tube Works. While the ring-and-pinion gear always remains the same, final gearing is changed through the Scott Douglas custom-built, gear-driven transfer case for different courses. The transfer case also uses a slipper unit, adapted from a Borg Warner transfer case, which disengages the front driveshaft when off the gas. This allows the truck to rotate better through the corners with less understeer.





PRESENTED BY  
**LUCAS OIL**  
 OFF ROAD RACING SERIES

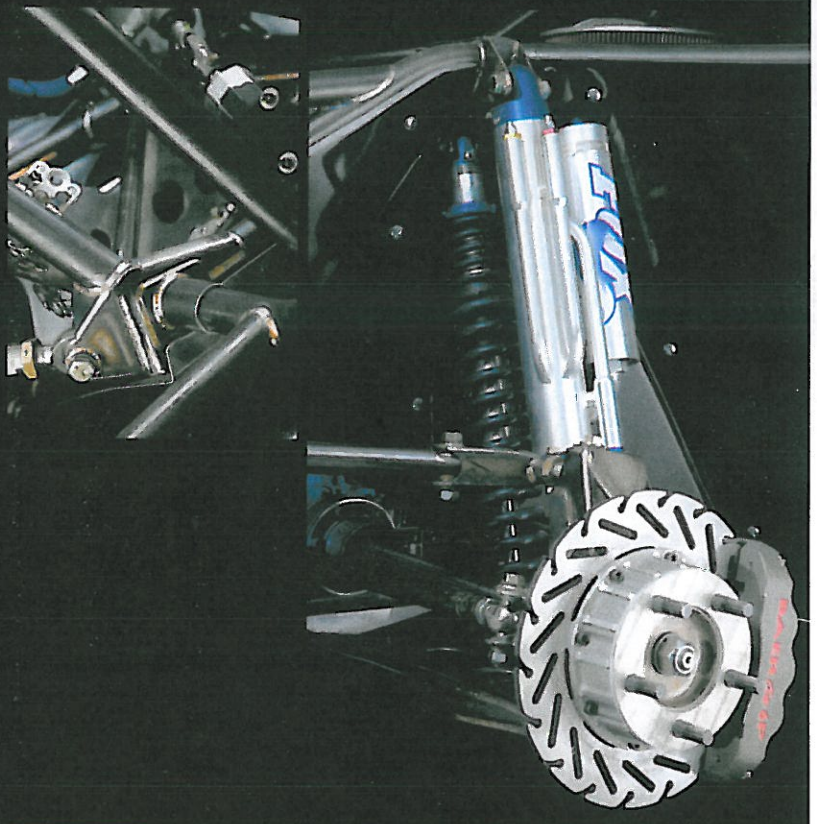


**ABOVE:**

Thanks to the trick "cut-away" body first seen at the 2008 SEMA show, the automotive industry got a unique view of the technology, sophistication and craftsmanship that goes into top-level short course machines like this one.

**FAR RIGHT:**

Jenkins Brothers Racing and Ken Kincaid paid careful attention to the geometry of the dual A-arm front suspension during its inception and construction. It will actually cycle to 21 inches of wheel travel but is limited to the class-legal 18 inches of movement. This design allows the suspension to move freely without coming close to binding the RCV Performance CV joints. A GM one-ton IFS front differential, combined with a Gleason Torsion unit, provides even more traction, sending power through custom 300M Chromoly axles. The suspension is controlled on each corner by a single Fox bypass shock with a coil slider valved specifically for each course. Even with the truck's extremely low ride height, it still has more bump travel than droop due to the chassis design. Also visible are the Baer six-piston calipers and 13-inch rotors that help bring the 4,000-lb. truck to a rapid stop.



**RIGHT AND BELOW:**

Extremely clean welds are found throughout the truck and are just an example of its beautiful construction. The weld's gold color comes from use of very pricey "jet rod," favored by several mid-West builders.

