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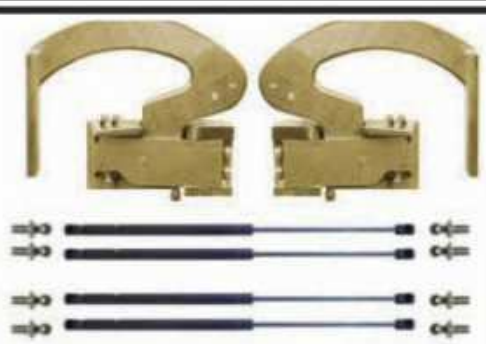

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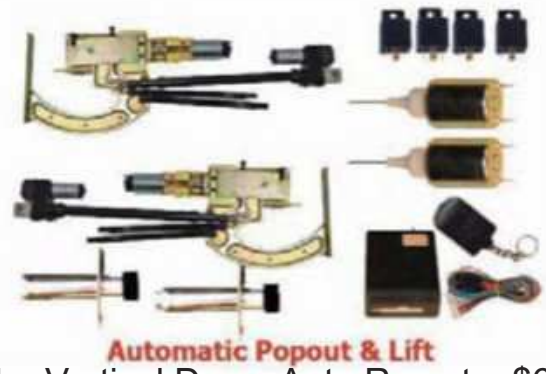

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ON THE COVER: After a last-minute call to one of our top photographers, who just happened to be in the L.A. area at the time, Brian Goude ended up shooting this month's cover truck known worldwide as the Coyote F-100. Read all about this insane street machine on page 30.

Street Trucks (ISSN 1525-1918) Volume 20, Number 09 is published monthly, 12 times a year by Engaged Media, Inc., 17890 Sky Park Circle #250, Irvine, CA 92614. Periodical postage paid at Irvine, CA, and additional mailing offices. **POSTMASTER,** send address changes to Street Trucks c/o VSI, Inc. 905 Kent St., Liberty, MO 64068. Return undeliverable Canadian addresses to: Street Trucks c/o Pitney Bowes, Inc., PO Box 25542, London, ON N6C 6B #85505036 5RT001.

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Street Trucks

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Volume 20 • Number 09

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(714) 939-9991 • Fax: (800) 249-7761
www.streettrucksmag.com
www.facebook.com/streettrucks
www.facebook.com/eembybeckett

Street Trucks (ISSN 1525-1918) Volume 20, Number 09 is published monthly, 12 times a year by Engaged Media Inc., LLC, 17890 Sky Park Circle #250, Irvine, CA 92614. Periodical postage paid at Irvine, CA, and additional mailing offices.
POSTMASTER: Send address changes to Street Trucks c/o Engaged Media Inc, VSI, Inc. 905 Kent St., Liberty, MO 64068.

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GST#855050365RT001.
Canadian Post: Publications Mail Agreement Pitney Bowes, Inc., P.O. Box 25542, London, ON N6C 6B2, Canada

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Books, Merchandise, Reprints
(800) 764-6278 • Foreign (239) 653-0225
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SUBSCRIPTION RATES
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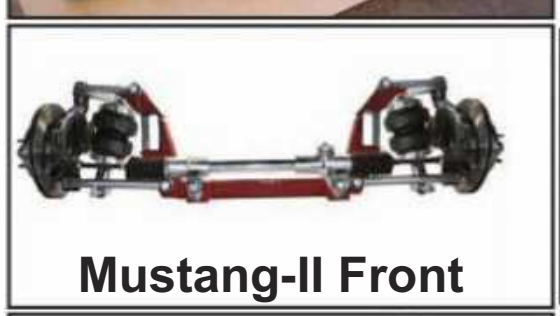

MESSAGE FROM THE EDITOR

Living the Life and Printing the Passion

BY **CHRIS HAMILTON**

IN THE SHORT AMOUNT OF TIME THAT I HAVE BEEN SPEARHEADING THIS EXTREMELY ICONIC BRAND, EMAILS, PHONE CALLS AND TEXT MESSAGES HAVE BEEN POURING IN DAILY FROM TOP INDUSTRY NAMES THAT I'VE BEEN FOLLOWING SINCE I WAS YOUNG. It's extremely humbling to answer the phone on a random Tuesday afternoon and spend an hour or so chatting about a lifestyle we all love with an insider who has passion like no other.

There is no doubt that the number of enthusiasts and followers of anything and everything custom truck related is continuing to grow year after year. We see a consistent increase in our fan base, both in print and on the web, which proves that the direction *StreetTrucks* is headed will continue to trend positively year after year. This is great news for readers as well as manufacturers, especially for the younger generation that hasn't yet had a chance to take part in a pleasure we all enjoy. Sure, it's true that trends in the industry tend to change from one generation to the next, but at the end of the day, whether you like your truck lifted, lowered or somewhere in between, your passion is the fuel that keeps the proverbial cylinders firing.

The stories behind the builds and all of the dedicated players involved drive us to document and share this amazing lifestyle with everyone who takes a minute to look. This month's issue is no different as we bring you a nice mix of young and old.

We highlight some of that millennial passion when we head over to the East Coast for the yearly Daytona Truck Meet, where lifted street trucks from all over the U.S. and Canada meet on the beach to show off their wild designs. Then it's out to the Midwest for coverage of the Midwest Dragfest in Missouri. Both of these shows turned into great street-truck-style events even though they have dramatically different styles of trucks on display. We dig them all, and as we have eluded to in the past, if your event brings in a ton of cool custom trucks that can be driven on the street, we want to be there to check them out. Do you know of or are you hosting an event that's coming up that you think we should check out? Send us an email with the details and maybe your hometown will be the next one we visit.

Along with the great event coverage, this issue is packed with feature trucks from all over the country, including our insane cover truck that has the style of a trophy winner and the power to back it up. Another fun special feature we included covers our one-on-one interview with Rick Schmidt, vice president and COO of National Parts Depot (NPD). The interesting tour of NPD's amazing facility gave us some insight into the aftermarket industry, especially relating to trucks. Naturally, just like past issues, tech is a heavy part of this book as we look beyond lifts to focus on some highly recommended post-suspension upgrades. The crew at Tre 5 Customs brings some of its expertise to the issue and explains all of the steps to install a Chris Alston's Chassisworks back-half clip under a pile of parts that resemble a C-10.

These are just a few of the great stories we bring to the table in this issue, and we are extremely confident that you will be entertained. Keep sending in those readers' rides and questions to the editor so we can keep our finger on the pulse of the industry, and don't forget to follow us on the various social media channels so you can stay up to date with all things *StreetTrucks*. See you out there! ***ST***

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Tre 5 installs a Chris Alston's Chassiworks back-half clip.

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HOT WHEELS CELEBRATES 50 YEARS OF STARTIN' 'EM YOUNG

BY MIKE SELF

CONCEIVED IN 1968 BY AN INNOVATOR, A ROCKET SCIENTIST AND A CAR DESIGNER, HOT WHEELS 1:64TH SCALE DIE-CAST CARS WERE DESIGNED TO LOOK AWESOME AND PERFORM ON TRACK. Five decades later, the brand has evolved from a simple, yet beloved, toy car with an orange track system into a franchise that offers fans of all ages multi-channel play experiences.

"For 50 years, Hot Wheels' intuitive vehicle play pattern has contributed to its success as the number-one selling toy in the world," said Chris Down, senior vice president and Global Brand GM, Hot Wheels. "Since its introduction in 1968, the brand has evolved from a simple toy into a true lifestyle brand that champions the challenger spirit through gaming, digital content, partnerships and live experiences spanning multiple generations and ages. This has allowed the brand to remain relevant to kids and adults and see record growth over the past three years."

To celebrate this anniversary, Hot Wheels is introducing a year-long lineup of live experiences, new products and compelling content.

Hot Wheels is launching the largest Hot Wheels traveling car show in search of a custom ride worthy of being made into a Hot Wheels die-cast toy. The tour launched at Hot Wheels headquarters earlier this year and will have visited 14 Walmart stores across America by the time it's done.

One winner will be chosen from each stop to win a spot to show their car at the world-renowned SEMA Auto Show, where one vehicle will be chosen and immortalized as a Hot Wheels die-cast toy.

Remaining tour stops include:

- August 4, Seattle, WA
- August 11, Detroit, MI
- August 25, Dallas, TX
- September 8, Miami, FL
- September 22, Scottsdale, AZ
- October 6, Washington D.C.
- October 20, Los Angeles, CA

For more info, visit Hotwheels.com/50th.

FORD CONTINUES TESTING ON NEW RANGER

FROM GRUELING LAB TESTS TO ROBOTIC TESTING TOO HARSH FOR HUMANS TO ENDURE, FROM JAGGED TRAILS IN THE AUSTRALIAN OUTBACK TO THE ARIZONA DESERT, FORD IS TORTURING ITS 2019 RANGER TO MAKE SURE THE ALL-NEW TRUCK IS UP TO "BUILT FORD TOUGH" DURABILITY STANDARDS AND READY FOR ADVENTURE.

Ranger testing is based on the same proven standards of the legendary Ford F-150.

"We torture every component—from its high-strength steel frame to its EcoBoost engine to its cloth and leather-trimmed seats—to ensure Ranger is ready for any season and nearly any terrain," said Rick Bolt, Ford Ranger chief engineer.

Ford's rigorous approach to ensuring Ranger quality and capability starts in the lab, progresses to the proving grounds, and then is confirmed through intense real-world challenges in locations near and far.

At Ford's Michigan Proving Grounds, a fully loaded Ranger hits the brutal Silver Creek track with impacts so severe, robotic drivers are used so humans aren't injured. In the lab, a four-post shaker table abuses Ranger for days to check against squeaks and rattles.

In the real world, Ranger towing capability is tested in high temperatures on the unforgiving, long, steep grades of Davis Dam in Arizona, while the Australian Outback treats the truck to more heat and choking dust over harsh off-road terrain.

Offering purpose-built features like a Terrain Management System, Trail Control and blind spot monitoring with trailer support, plus a host of available adventure-ready features, the all-new Built Ford Tough Ranger makes its exciting return to the United States in early 2019.

TERM OF THE MONTH

Derelict

COINED BY JONATHAN WARD of ICON 4x4 (don't let the name fool you, they build everything), derelicts bridge the gap between rat rods and Ridler contenders. Not to be confused with your run-of-the-mill patina'd ride, a derelict is a high-end build that happens to look like something you just dug out of your great grand-uncle's backyard. Maintaining a weathered exterior, everything else about a derelict is flawless, from the fully restored interiors to the custom chassis and modern drivetrain. However, up until now, all of JW's derelicts have been cars.

We've been waiting on Jonathan to take on a truck as a derelict build (all of his trucks thus far have been built as ICON TRs with restored exteriors), and based on a rendering that popped up of a Thriftmaster 4x4 crew cab on the ICON 4x4 website, we're hoping that such a build will be coming sooner rather than later.

To stay up to date on ICON's builds, check out Icon4x4.com. ST

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COMPILED BY **CHRIS HAMILTON**

REAR DISC CONVERSION KITS

JEGS 10- and 12-bolt GM rear disc conversion kits combine some of the best features available to make your selection and installation easy. Kits include brackets, flanges and large GM calipers with pads for small GM (four-bolt) housing ends. The kit also includes brake cables, brake hoses, rotors and mounting hardware. The included rotors are 11.14 inches with 2.786-inch hub I.D. and holes for 5x4.5-inch BP utilizing ½-inch studs, and 5x4.75-inch BP utilizing 7/16-inch studs.

The kits are available for standard (coil springs with both shocks behind the rear axle) or staggered (leaf springs with one shock forward and one shock behind the rear axle) setups. Premium kits include cross-drilled and slotted rotors, braided stainless-steel hoses, plus you have a choice of raw, red or black powder-coated calipers.

JEGS
Jegs.com

BEAD-ROLLED FIREWALL PANELS

Have a rusty firewall in your restoration or project build? Don't spend hours or crazy amounts of money repairing your factory panels. Check out Canadian company LS Fab instead. It's currently producing bead-rolled panels for 1947-54 GM trucks, and the company is expanding its product line as we speak.

LS Fabrication
780.678.9469
Langesshop.ca

SEAL AND SHINE YOUR BED

Bed Wood and Parts finishing and maintenance detailers seal, shine and protect your show-stopping wood bed floor. Its EZ Seal & Shine finishing kits protect your investment with a high-gloss finish that shields against harmful UV rays. The EZ Wet Gloss spray detailer keeps your domestic and exotic wood floor smudge and fingerprint-free for a show-quality shine.

Bed Wood and Parts
877.206.9663
Bedwoodandparts.com

BILLET FOR BRONCOS

A direct-fit replacement for stock plastic door cups, All American Billet's versions are machined from 6061-T6 aluminum and come in machine finish or polished. The parts are made in the U.S.A. and sold in pairs.

All American Billet
844.BILLET.1 (245.5381)
Allamericanbillet.com

GM CARPET SILL PLATES

Add the finishing touches to your 1947-59 GM truck floor. These carpet sill plates are made to fit around the step opening of the cab or to hold down the outer edges of the carpet between the seat mounts on the cab floor. This stylish and functional trim holds down the carpet in your cab much like the later models. It's made of billet-machined aluminum, polished bright and includes stainless-steel hardware for attachment to the cab floor. Made in the USA.

MAR-K
844.MAR.K844 (844.627.5844)
Mar-k.com

FIVE-SPEED C-10 CONVERSION

American Powertrain's kit features the rock solid TREMEC TKO five-speed with one of its Revolution shifters that allows adjustment for bench or bucket seat shift positions. The kit also comes with an X-Factor lightweight aluminum cross member, poly-mount, speedometer solution, DOM steel driveshaft assembly, reverse light wiring, engine-specific pilot bearing and a five-speed shift knob.

As with all of American Powertrain's ProFit transmission installation systems, each component has been developed specifically for classic C-10 pickups and is covered by a comprehensive warranty and Customer First tech support.

American Powertrain
931.646.4836
Americanpowertrain.com

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AS LOW AS: $298.99

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Generates 1200 to 2000 PSI to the calipers.

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Available Applications:

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AS LOW AS: $156.98

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Available Applications:
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63-72 C10 Truck
73-87 C10 Truck

Front & rear applications available

AS LOW AS $129.99

TUBULAR CONTROL ARMS

Uppers & Lowers Available:
1963-70 C10
1970-71 C10
1973-87 C10

AS LOW AS: $319.99 PAIR

ALUMINUM FUEL TANK KITS

EFI Compatible

Kits available for:
47-59 Chevy truck
60-87 Chevy Truck
53-56 Ford F100

Our aluminum tanks mount between the frame rails behind the axle

AS LOW AS: $439.99

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Available for most classic GM Trucks

KITS AS LOW AS: $529.99

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Front (63-98 C10) 1", 2", 3" & 4" Drop
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AS LOW AS: $114.28

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Kits available for:
- 63-72 C10
- 73-87 C10
- 88-98 C1500
- 82-04 S10

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Pinion Shims
Available for coil and Leaf Suspension

Available in 2, 4 & 6 Dedree Taper

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AS LOW AS: $230.98

1963-72 CHEVY C10 TUBULAR TRAILING ARMS

Constructed from 2"x3" retangular .188 wall thickness steel. This build design yelds an increased surface area resulting in a much stronger arm over the original GM design as well as the other round tubular designs.

AS LOW AS: $599.99

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ALU

The Black Sheep of the Ford Family

TEXT BY **CHRIS HAMILTON**
PHOTOS BY **TUCKER HARRIS**

MIDUTY

YOU MIGHT RECALL OUR TRIP TO JIMMY'S ROD AND CUSTOM (ST, AUG. 2018, pg. 44) from last issue. Not only did the visit give us insight into some unique builds the crew is working on, but it also allowed us the chance to get more familiar with one of Jimmy's most recent creations.

Alumiduty, as it's known around the industry, started life as a typical, everyday '17 Ford F-350. But after trimming a little unnecessary fat and completely replacing the original bones of the truck, this diesel-packing powerhouse now lays the pinch molding on 26-inch wheels and can still haul a friend's ride that's securely strapped down to a trailer. Unfortunately, this level of fabrication doesn't happen overnight, and Jeremy Smith's most recent build, Alumiduty, took more than 800 hours to complete, but he wouldn't trade an ounce of the quality to get back one single minute of time.

A lot of builders will quickly shy away from a project this massive, especially when you throw a 6.7L Powerstroke diesel motor in the mix. The fear of never-disappearing dash lights or any number of other diesel demons will usually make the challenge of finding a fabricator much more difficult. Luckily for Jeremy, this isn't his first time

BULL'S-EYE RETROS PAINTED THE OEM LED HEADLAMPS AND ADDED CLEAR TO THE CORNERS.

"WITH HIS DREAM BUILD FINALLY COMPLETE, WITHOUT A SINGLE WARNING LIGHT FLARING ON THE DASH, JEREMY CAN ***MEET UP WITH THE REST OF HIS CREW IN RELAXED ATMOSPHERE AND HEAD OUT TO ANY NUMBER OF SHOWS THEY FREQUENTLY ATTEND ..."***

THE FACTORY INTERIOR WILL MAKE YOU FORGET YOU'RE IN A CUSTOM-BUILT TRUCK REALLY QUICK.

ALL-ALUMINUM EXTENDED FENDERS AND A RAISED BED FLOOR WEREN'T A CHALLENGE FOR JIMMY'S ROD AND CUSTOMS.

JEREMY REPRESENTS HIS TRUCK CLUB, RELAXED ATMOSPHERE.

building a modern custom truck, and he knew just the man for the job. Right after a long list of patient clients received their killer rides, it was Jeremy's turn to get on Jimmy Grahams's chopping block. Just as he rolled it into the bay the odometer hit 5,000 miles—far fewer road hours than it would spend under the knife. Fortunately, the time went by quickly, and no major roadblocks got in the way, just a whole lot of excitement and anticipation, which still can make it difficult for a man to sleep at night.

The plan for this build was plain and simple: It would lay bumpers front to back, keeping the factory floorboard intact, and a full plate chassis would replace the factory frame rail. Unfortunately for Jimmy, no one makes a template for something this custom, so the first few hours of the project were spent with a tape measure and a pad of paper, mapping it out before transferring it to Auto Cad. This allowed Jimmy to cut all of the pieces he needed on his plasma table, leaving clean edges with precise measurements. Once it was all meticulously welded back together and placed under the truck, uneducated eyes would think Ford put it there, which was Jeremy's goal from the start.

Sure, Jeremy could've started with an everyday Platinum F-150, but as he told us, "All the other Superduties I see are lifted or duallys, so I decided to build a laid-out, single-rear-wheel Superduty that tucks 26s." The full-plate custom-built chassis

ALUMIDUTY TUCKS 26X10-INCH INTRO HAULER 8 WHEELS, NO PROBLEM.

BOB BALL IN CANADA BUILT THIS ONE-OFF BILLET EMBLEM FOR THE GRILLE.

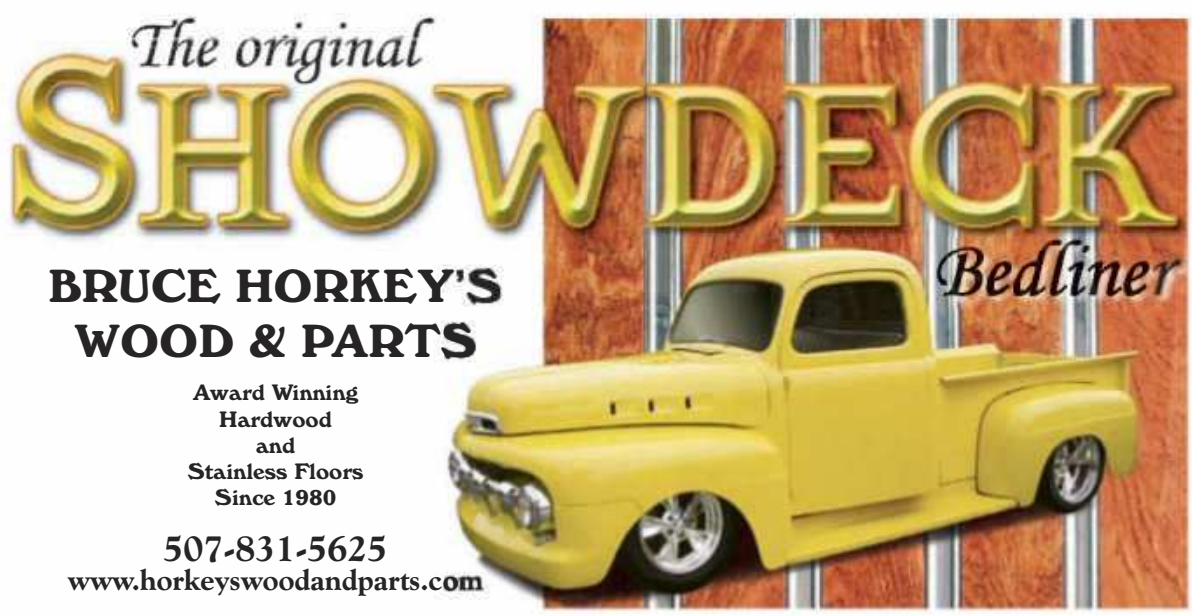
wasn't the only metal-related challenge for the team at Jimmy's Rod and Customs. Raising the all-aluminum bed floor and extending the factory wheel well tubs had to be done using additional aluminum and absolutely no steel. Naturally, this increases the price tag, not only on the metal, but also the amount of labor required to weld it back together.

Once all of the major fabrication was complete, new front control arms were built in-house using the factory Ford knuckles up front and a parallel 4-link with a Watts-link in the rear. An AccuAir e-Level air management system maintains the psi at all four corners, while four VIAIR 444 compressors sit on deck ready to pump fresh air when needed. One of the final pieces of the fabrication puzzle was a custom-built oil pan that holds the perfect amount of oil and comes nowhere near the asphalt. Once all of the parts were built, they were packaged and sent to the powder coater, which gave Jimmy a little time to clean up and prepare for final assembly.

With the frame freshly coated and all of the wiring complete, the fuel lines were run, the engine was installed, and the suspension was hung. Finally, the time finally came to bolt on a brand-new set of 26x10 Intro Hauler 8 wheels wrapped in 305/30/26 Pirelli tires. The completed rolling chassis is an amazing sight, but you tend to forget about all of that amazing detail work really fast once the body is set on top, and the whole thing is aired out flat on the ground. That's when the smiling contest begins, and the camera phones come out in full force. Even with everyone's jaw hitting the floor, Jeremy knew there were still a few things left to finish up, including a full JL Audio sound system from Mobile Toys in College Station, Texas.

Jeremy's vocal on social media, which has earned him a reputation as a mini-trucker who's also a great custom truck designer, and the level of quality he demands in his builds is second to none. Naturally, when you spend upwards of $100,000 designing a one-of-a-kind custom truck, you want it to be perfect, so why not brag about the details?

With his dream build finally complete, without a single warning light flaring on the dash, Jeremy can meet up with the rest of his crew in Relaxed Atmosphere and head out to any number of shows they frequently attend, including Lonestar Throwdown, Battle in Bama, Doin' it in the Dark and Daytona Truck Meet. If you see Jeremy's truck, let him know you like his work, and ask him what he's going to build next. ***ST***



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RAPID PUMP® 3 TON STEEL HEAVY DUTY LOW PROFILE FLOOR JACK

Customer Rating ★★★★★

- Weighs 73 lbs.

COMPARE TO TEQ $149.99 MODEL: T830018Z

NOW $79.99

SAVE $70

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ITEM 62326/61282/61253 shown

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POWDER-FREE NITRILE GLOVES PACK OF 100

- 5 mil thickness

Customer Rating ★★★★★

12¢ PER PAIR

COMPARE TO VENOM $9.99 MODEL: VEN4145

NOW $5.99

SAVE 40%

$7.99

ITEM 61363, 68497, 61360, 61359, 64417, 64418, 68498, 68496 shown

65521524

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SUPER COUPON — FREE WITH ANY PURCHASE

PITTSBURGH

1" x 25 FT. TAPE MEASURE

COMPARE TO KOMELON $6.98 MODEL: L4825HV

LIFETIME WARRANTY

- Thumb Lock
- Rubber Wrapped Case

ITEM 69080/69030/69031 shown

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Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 12/7/18 while supplies last. Limit 1 FREE GIFT per customer per day.

SUPER COUPON — 20% OFF ANY SINGLE ITEM*

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PITTSBURGH AUTOMOTIVE — SUPER COUPON

1 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating ★★★★☆

- Boom extends from 36-1/4" to 50-1/4"
- Crane height adjusts from 82" to 94"

COMPARE TO IRONTON $199.99 MODEL: 46218

SAVE $100

NOW $99.99

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ITEM 69512/61858/69445 shown

65527907

LIMIT 4 - Coupon valid through 12/7/18*

BADLAND ZXR Battle Tested — SUPER COUPON

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE

Customer Rating ★★★★★

- Weighs 86.4 lbs.
- 21" L x 10-1/8" H

NEW

NOW $299.99

$399.99

COMPARE TO WARN $699.99 MODEL: 96820

SAVE $400

ITEM 64046/64045 63770 shown

65536177

LIMIT 3 - Coupon valid through 12/7/18*

CENTRAL PNEUMATIC — SUPER COUPON

3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS

A. HOT DOG ITEM 69269/97080 shown

B. PANCAKE ITEM 60637/61615 95275 shown

- Air delivery: 0.6 CFM @ 90 PSI, 1 CFM @ 40 PSI

Customer Rating ★★★★☆

YOUR CHOICE $39.99

COMPARE TO PORTER-CABLE $98.62 MODEL: PCFP02003

SAVE 59%

$54.99

65539398

LIMIT 5 - Coupon valid through 12/7/18*

HaulMaster — SUPER COUPON

72" x 80" MOVING BLANKET

Customer Rating ★★★★★

COMPARE TO BLUE HAWK $19.99 MODEL: 77280

NOW $5.99

$8.99

SAVE 70%

ITEM 69505/62418/66537 shown

65541226

LIMIT 9 - Coupon valid through 12/7/18*

PITTSBURGH MOTORCYCLE — SUPER COUPON

1000 LB. CAPACITY MOTORCYCLE LIFT

Customer Rating ★★★★☆

- Diamond plate steel platform and ramp
- Lift range: 7" to 29-1/2"

NOW $299.99

$399.99

ITEM 69904/68892 shown

COMPARE TO DIRECT-LIFT $799.99 MODEL: 873100

SAVE $500

65541776

LIMIT 4 - Coupon valid through 12/7/18*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

2 PIECE VEHICLE DOLLIES

- 1500 lb. capacity

Customer Rating ★★★★☆

SAVE 50%

NOW $44.99

COMPARE TO ROUGHNECK $89.99 MODEL: 27918

$54.99

ITEM 60343/67338 shown

65545819

LIMIT 3 - Coupon valid through 12/7/18*

CEN-TECH — SUPER COUPON

2/10/50 AMP, 12 VOLT BATTERY CHARGER/ ENGINE STARTER

Customer Rating ★★★★☆

NOW $29.99

$44.99

ITEM 60581/60653 shown

COMPARE TO SCHUMACHER ELECTRIC $59.99 MODEL: SE-1250

SAVE 50%

65550373

LIMIT 4 - Coupon valid through 12/7/18*

drill master — SUPER COUPON

4-1/2" ANGLE GRINDER

Customer Rating ★★★★☆

SAVE 65%

NOW $9.99

COMPARE TO PERFORMAX $28.99 MODEL: 2411-1

$14.99

ITEM 69645/60625 shown

65553893

LIMIT 8 - Coupon valid through 12/7/18*

CENTRAL MACHINERY — SUPER COUPON

36" METAL BRAKE WITH STAND

Customer Rating ★★★★☆

NOW $189.99

$229.99

ITEM 62518 62335/91012 shown

COMPARE TO NORTHERN INDUSTRIAL $279.99 MODEL: 426282

SAVE $90

65554418

LIMIT 3 - Coupon valid through 12/7/18*

U.S. GENERAL SERIES 2 — SUPER COUPON

44" x 22" DOUBLE BANK EXTRA DEEP CABINETS

Customer Rating ★★★★★

YOUR CHOICE OF COLOR $449.99

$479.99

COMPARE TO SNAP-ON $2,605 MODEL: KRA4813FPBO

SAVE $2,155

FANTASTIC NEW COLORS

BLACK ITEM 64441 64442/64443 shown | BLUE ITEM 64444 64445/64446 shown | RED ITEM 64281 64134/64133 shown

65555884

LIMIT 4 - Coupon valid through 12/7/18*

HaulMaster — SUPER COUPON

4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS

Customer Rating ★★★★★

- 400 lb. working load

NOW $6.99

$11.99

COMPARE TO ATE TOOLS $54.88 MODEL: 33079

SAVE 87%

ITEM 63057/63056/63094 60405/90984/63150/61524 shown

65561489

LIMIT 9 - Coupon valid through 12/7/18*

Bunker Hill Security — SUPER COUPON

36 LED SOLAR SECURITY LIGHT

Customer Rating ★★★★☆

NOW $17.99

$21.99

COMPARE TO WEL-BILT $29.99 MODEL: 28505

SAVE 40%

ITEM 60498/69644 shown

65561697

LIMIT 7 - Coupon valid through 12/7/18*

HaulMaster — SUPER COUPON

STEP STOOL/ WORKING PLATFORM

Customer Rating ★★★★★

- 350 lb. capacity

NOW $19.99

ITEM 62515/66911 shown

COMPARE TO GPL $51.45 MODEL: H-21

SAVE 61%

$29.99

65569846

LIMIT 7 - Coupon valid through 12/7/18*

CENTRAL PNEUMATIC — SUPER COUPON

3/8" x 50 FT. RETRACTABLE AIR HOSE REEL

Customer Rating ★★★★★

NOW $59.99

COMPARE TO KOBALT $99 MODEL: SGY-AIR184

SAVE $39

$79.99

ITEM 64685/69265/62344/93897 shown

65588918

LIMIT 5 - Coupon valid through 12/7/18*

VOYAGER — SUPER COUPON

12" TOOL BAG

Customer Rating ★★★★★

COMPARE TO AWP $19.98 MODEL: 3L-2216

Tools sold separately.

SAVE 75%

NOW $4.99

$8.99

ITEM 62163/62349/61467 shown

65592565

LIMIT 8 - Coupon valid through 12/7/18*

HaulMaster — SUPER COUPON

3/8" x 14 FT., GRADE 43 TOWING CHAIN

Customer Rating ★★★★★

- 5400 lb. capacity

NOW $19.99

COMPARE TO MIBRO $64.99 MODEL: 426920

SAVE 69%

$39.99

ITEM 60658/97711 shown

65614866

LIMIT 6 - Coupon valid through 12/7/18*

COVER PRO — SUPER COUPON

10 FT. x 17 FT. PORTABLE GARAGE

Customer Rating

NOW $169.99

COMPARE TO SHELTER LOGIC $270 MODEL: 76377

SAVE $100

$199.99

ITEM 62859/63055/62860 shown

65622632

LIMIT 5 - Coupon valid through 12/7/18*

EARTHQUAKE XT — SUPER COUPON

20 VOLT LITHIUM CORDLESS EXTREME TORQUE 1/2" IMPACT WRENCH KIT

- 4.0 amp hour battery

Customer Rating

NOW $239.99

$259.99

COMPARE TO SNAP-ON $710.85 MODEL: CT8850PDB, CTB8185, CTC720

1200 TORQUE FT. LBS. BOLT BREAKAWAY

SAVE $470

ITEM 63852 64195/63537 shown

65627096

LIMIT 4 - Coupon valid through 12/7/18*

CENTRAL PNEUMATIC — SUPER COUPON

20 OZ. GRAVITY FEED SPRAY GUN

Customer Rating

- 1.4mm tip included

NOW $9.99

ITEM 67181 62300 47016 shown

$15.99

COMPARE TO KOBALT $49.98 MODEL: SGY-AIR88TZ

SAVE 80%

65631583

LIMIT 8 - Coupon valid through 12/7/18*

PREDATOR — SUPER COUPON

6500 MAX. STARTING/ 5500 RUNNING WATTS 13 HP (420 CC) GAS GENERATOR

Customer Rating

- GFCI outlets

ITEM 68529/63084/63083

ITEM 68526 63082/63081 shown CALIFORNIA ONLY

SUPER QUIET

Wheel kit sold separately.

SAVE $1,799

$489.99

NOW $449.99

COMPARE TO HONDA $2,249 MODEL: EM5000SXK3

65645998

LIMIT 3 - Coupon valid through 12/7/18*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

2000 LB. CAPACITY FOLDABLE ENGINE STAND

Customer Rating

NOW $99.99

COMPARE TO STRONGWAY $199.99 MODEL: 47032

SAVE $100

$129.99

ITEM 69521/69522 shown

65650060

LIMIT 3 - Coupon valid through 12/7/18*

WARRIOR — SUPER COUPON

3 PIECE TITANIUM HIGH SPEED STEEL STEP BITS

- Drill 28 hole sizes from 1/8" to 3/4"

Customer Rating

NOW $8.99

$12.99

SAVE 85%

COMPARE TO IRWIN $59.98 MODEL: 15504PKSM

ITEM 69087/60379/91616 shown

65650071

LIMIT 9 - Coupon valid through 12/7/18*

HaulMaster — SUPER COUPON

18" x 12" MOVER'S DOLLY

- 1000 lb. capacity

Customer Rating

NOW $7.99

COMPARE TO BUFFALO TOOLS $17.65 MODEL: HDFDOLLY

$10.99

SAVE 54%

ITEM 61899/63095/63096 63098/63097/93888 shown

65651023

LIMIT 8 - Coupon valid through 12/7/18*

SUPER COUPON

30" SERVICE CART WITH LOCKING DRAWER

Customer Rating

- 350 lb. capacity

NOW $59.99

$74.99

SAVE $210

COMPARE TO BLUE-POINT $270 MODEL: KRBC3TD

ITEM 61161/90428 shown

65651656

LIMIT 4 - Coupon valid through 12/7/18*

HaulMaster — SUPER COUPON

12 VOLT MAGNETIC TOWING LIGHT KIT

Customer Rating

SAVE 77%

ITEM 63100

$18.99

NOW $9.99

COMPARE TO OPTRONICS $44.24 MODEL: TL21RK

65657903

LIMIT 8 - Coupon valid through 12/7/18*

SUPER COUPON

HEAVY DUTY FOLDABLE ALUMINUM SPORTS CHAIR

Customer Rating

NOW $19.99

$27.99

COMPARE TO COLEMAN $49.99 MODEL: 2000020293

SAVE 60%

ITEM 62314 63066/66383 shown

65663375

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Customer Rating

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ITEM 92623/69474 62861/60626 shown

65674649

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Customer Rating

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ITEM 63357 63361/63362 shown

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Customer Rating

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ITEM 64194/63763 63444 shown

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ITEM 63807

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Customer Rating LIFETIME WARRANTY

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SAVE 66% $7.99

TYPE	ITEM
SAE	69043/63282/42304
METRIC	42305/69044/63171

COMPARE TO HUSKY $17.97 MODEL: HCW10PCSAE

65697979

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6" FOAM PADS

Customer Rating

ORANGE COMPOUND CUTTING ITEM 63291/60311

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KILLER C

Fabricating the Heart and Soul of a Predator

TEXT BY **JOHN MATA JR.**
PHOTOS BY **BRIAN GOUDE**

TOYOTE

LUKASZ GAINICY (PRONOUNCED LU-KA-ZIE) HAS EATEN, SLEPT AND BREATHED EVERY ASPECT OF CUSTOM VEHICLES SINCE HE WAS A BOY GROWING UP IN LANCASTER, CALIFORNIA. His father had been an award-winning customizer since the '60s, and Lukasz benefitted from watching and learning from his dad.

Lukasz has also had the opportunity to work alongside hot rod greats like Gene Winfield, where he learned and excelled in the arts of metal fabrication, welding, paint and bodywork. In 2000, Lukasz started his own fabrication shop, Needfulthingz Hot Rods, where he's been building knockout vehicles of all kinds from the ground up while keeping his finger on the pulse of the Southern California custom scene.

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Throughout the years Lukasz has signed his name to numerous high-profile builds for a list of clientele that has come to bank on the level of quality he delivers. In 2014, Chris Beatty, also of Lancaster, approached Lukasz to build his holy grail '55 Ford F-100 project. Chris wasn't after a simple restoration job; he wanted something with more substance, a classic pickup that not only captured the true soul of a vintage American truck, but one that featured all of the conveniences of a modern-day street rod with a unique twist unlike anything else on the show circuit. The Coyote F-100 seen here is the direct product of Lukasz's hours of tireless research and development. The '55 was a platform to exercise his tried-and-true fabrication methods while he pushed his boundaries beyond anything he'd ever built before.

Simply creating a visually impressive truck that shines bright and sits low wasn't going to cut it. Lukasz and Chris put a plan into action to build a truck that hit the marks of a true resto-mod/pro-touring pickup

*"SIMPLY CREATING **A VISUALLY IMPRESSIVE TRUCK THAT SHINES BRIGHT AND SITS LOW** WASN'T GOING TO CUT IT. LUKASZ AND CHRIS PUT A PLAN INTO ACTION TO BUILD A TRUCK THAT HIT THE MARKS OF **A TRUE RESTO-MOD/PRO-TOURING PICKUP WITH A ONE-OFF BED AND ALL OF THE PREMIUM BELLS AND WHISTLES."***

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with a one-off bed and all of the premium bells and whistles. Chris, being a craftsman in his own right, could envision all of the ideas Lukasz was sending his way, which contributed significantly to the build's success.

From the beginning, a 5.0L Ford Racing Coyote engine was a top priority. The guys wanted the truck to generate raw speed with the aggressive prowess that Wile E. Coyote could only have imagined in his effort to catch the Roadrunner. To capitalize on the Coyote engine's powerful abilities, Lukasz worked a Kenne Bell 3.2 supercharged blower into the equation, as well as an AEM Infinity standalone engine management system to dial it all in. Magnaflow headers and a custom 3-inch exhaust system were engineered to hug the truck's custom frame (which we will touch on in a minute) to generate an intimidating growl.

Aside from having a truck built for speed, Chris also wanted his F-100 to sit as low to the ground as possible, while maintaining enough agility to

ABOVE. **AN UPSIDE DOWN TRIANGULATED 4-LINK WITH AN ADJUSTABLE WEIGHT CANTILEVER DISTRIBUTION, WERE ADDED TO THE NEW FRAME IN THE REAR.**

TRUCK SPECS

OWNER
Chris Beatty
1955 Ford F-100
Lancaster, CA

ENGINE
- **Shop:** Needfulthingz Hot Rod & Fab Shop, Lancaster, CA
- 5.0L Ford Coyote
- AEM Infinity standalone engine management
- 750 hp
- Kenne Bell 3.2 supercharged blower
- Injector Dynamics ID 900 injectors
- Aeromotive fuel system
- Magnaflow custom fabricated 3-inch, frame-hugging exhaust system
- Magnaflow headers
- US Radiator triple-flow polished radiator
- Thermal Research and Development polishing
- Performance automatic 4R70W controlled by HGM Compushift
- Two B&M transmission coolers
- Inland Empire driveline
- Painless Performance wire harness and accessories
- 18-gallon aluminum fuel cell
- Redhorse racing fittings
- Power by the Hour power steering
- Vintage Air AC and heat
- Powermaster starter
- Two Optima batteries

CHASSIS & SUSPENSION
- **Shop:** Needfulthingz Hot Rod & Fab Shop
- Front TCI front Mustang II clip
- Slam Specialties 'bags and manifold
- Dual Air Zenith air compressors
- AccuAir air management system
- Fox shocks with double dimple die brackets
- Custom-fabricated upside down triangulated 4-link
- Adjustable weight distribution cantilever system
- Fully powder-coated, boxed and Z'd frame
- Energy Suspension bushings
- Fox Shocks with double dimple die brackets
- Currie 9-inch rearend
- 411 gears
- Wilwood six- and four-piston calipers, 14-inch rotors

WHEELS & TIRES
- 20x8.5 and 20x15 Intro Wheels
- 245/35/20 Nitto Extreme ZR radials and 29x18-inch Mickey Thompson S/R Sportsman radial tires

BODY & PAINT
- **Shop:** Needfulthingz Hot Rod & Fab Shop
- PPG Coyote Brown paint
- TIG-welded, 3-inch roof chop
- Shaved door handles, rain gutters, gas filler, fresh air and side vents, emblems and bumper holes
- TIG-welded grille
- Redesigned front valance
- Roll pan
- Frenched Chevy Cobalt taillights
- One-piece side window conversion
- Dapper Lighting custom #7 yellow headlights
- Eddie Motorsports billet hood hinges
- Mid-Fifty F-100 parts and accessories used throughout truck
- Double-walled F-100 bed with radius corners
- Custom-fabricated rear fenders
- Variegated black walnut and curly maple bed floor
- High-gloss wood bed cover rises via remote actuators

INTERIOR & STEREO
- Needfulthingz Hot Rod & Fab Shop, Santos Upholstery
- Wile E. Coyote-themed luxury cab
- Sparco racing seats with brown leather upholstery
- Four-point seat restraints for style and comfort
- Custom, handcrafted black walnut and curly maple center console and matching door panels
- Dimple die openings for AC and heat vents by SoCal Designs
- Dakota Digital resto-mod-style gauge cluster
- Rockford Fosgate sound system
- ididit Touch-N-Go steering column
- QuietRide Solutions deluxe insulation
- Needfulthingz-designed four-point reinforced roll cage with dimple-die accents
- Backlit LED lighting throughout cab

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Ken McAvoy's Street Truck photographed by Stephen Kim

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KEEP YOUR EYES OPEN AT SHOWS OR ON THE ROAD THIS SUMMER BECAUSE THE COYOTE WILL BE MAKING ITS ROUNDS. ***AS FOR LUKASZ, HE HAS ENJOYED CREATING ANOTHER CUSTOM VEHICLE THAT HAS BEEN WELL RECEIVED BY ITS OWNER AND THE GENERAL TRUCK-LOVING PUBLIC. "***

harness the power output of the Coyote engine. In order to build a suspension system that could deliver, Lukasz began by first building a custom-boxed and Z'd frame as a foundation for the chassis setup. From there, a Mustang II front clip and rear upside down triangulated 4-link, complete with an adjustable weight cantilever distribution, were introduced to the new frame. Fox shocks assist in softening the blows from the road, and AccuAir air management helps orchestrate the air ride system consisting of top-shelf wares like the Slam Specialties 'bags and air manifold and dual Air Zenith air compressors. As far as rolling gear for the chassis, Lukasz felt it necessary to stick with reasonable wheel diameters for the Intro wheels in front, but he did splurge a bit with the 15-inch-wide rear wheels. That's a lot of meat for a truck like this to stuff underneath the bed, but he fit them in perfectly.

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Builder: Damon Edmonds

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5. 3" LIGHT CUBE

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When it came to the F-100's exterior, simplicity reigned supreme. Aside from shaving some necessities from the truck's surface—door handles, rain gutters, vents and emblems—there really hasn't been much added to the façade. The front grille received a pretty radical restyling, as did the rear, with its molded tailgate and Chevrolet Cobalt taillights frenched into the rear fenders. The real shining beacon on the Ford's exterior, however, is the amazing bed floor. The contoured bed floor not only features a luxurious combination of walnut and maple, but the entire floor lifts up via actuator, exposing the powder-coated frame and chassis components. Lukasz wanted to create a one-off bed in the past, and the F-100 was the ideal opportunity to pull out all the stops.

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LEFT. **THE SAME WALNUT AND MAPLE USED ON THE BED FLOOR WAS USED FOR THE CUSTOM CENTER CONSOLE AND DOOR PANELS.**

The level of execution did not waver inside the cab. Lukasz crafted a four-point reinforced roll cage to grace the interior space and stuck with the performance theme by incorporating leather-covered Sparco racing seats expertly wrapped by Santos Upholstery. The same walnut and maple used on the bed floor also adorns the cab in the form of a custom center console and door panels that house audio gear and the AccuAir e-Level controller. One-off "CB" (for owner Chris Beatty) monogrammed material wraps the door panel and headliner for a subtle, personalized touch. The plush confines of the interior complement the rest of the truck's streamlined yet highly modified style.

One theme that the truck has going for it is the use of the letter "W" throughout. There is a "W" emblem in the front grille, under the bed floor and on the seats, as well as layered in the monogrammed material used in the interior. The "W" represents Wile E. Coyote because Lukasz imagined the truck had been built like Wile E. would have wanted it to best the Roadrunner. It's been decked out with high-performance products that promote sheer power and superior handling. All other upgrades can be chalked up to the pure style and grace of a sophisticated predator on the prowl.

Keep your eyes open at shows or on the road this summer because The Coyote will be making its rounds. As for Lukasz, he has enjoyed creating another custom vehicle that has been well received by its owner and the general truck-loving public. Make sure to follow the Needfulthingz shop account on your social media outlet of choice to see what he builds next. Whatever it is, it's sure to be killer. ***ST***

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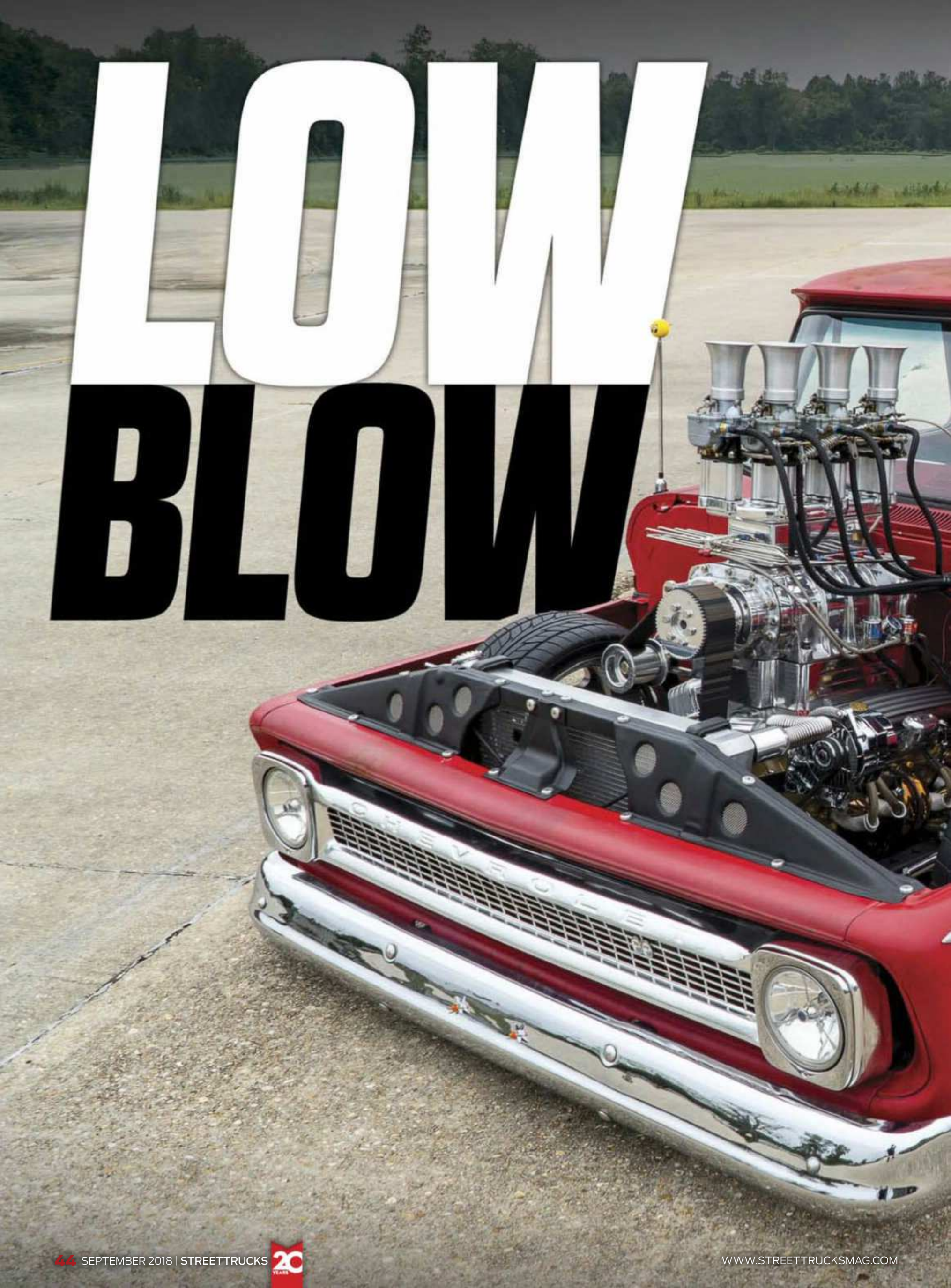

Don't Ask Why, Ask Why Not?

TEXT BY **MIKE SELF**
PHOTOS BY **BRIAN GOUDE**

ABOVE. **A SINGLE CARB IS OFTEN ENOUGH. TWO IS USUALLY PLENTY. DAVE LIKES HIS CARBS LIKE WE LIKE OUR DONUTS, A HALF-DOZEN AT A TIME. SIX STROMBERG 97S SIT ON TOP OF THE POLISHED HAMPTON ROOTS-STYLE SUPERCHARGER, WHICH GETS EVEN MORE AIR VIA NITROUS OXIDE SYSTEMS' LAUGHING-GAS SETUP.**

"JUST BECAUSE" IS AS VALID A REASON AS ANY TO BUILD A TRUCK. As often as there's an inspiring or otherwise touching story behind a build, it's also just as common that the truck itself is the only reason needed. When you look at the beautiful, classic lines of a 1960-66 Chevy/GMC, for instance, you can't help but want to dive right in. Case in point: Dave Schneider's '65 Chevy C-10.

The truck was an eBay find about a dozen years ago, and Dave's sole intention was to have a cool daily driver to tool around town in. Things were fine and dandy for a while; that is until the engine blew one day. It's a friggin' terrible predicament to be in, but, boy, does it open up a bunch of options when you have to pull an engine and stare at an empty bay.

"A BUILT TURBO 350 KEEPS THINGS SIMPLE IN THE SHIFTING DEPARTMENT, ALTHOUGH WE'RE CURIOUS ABOUT ***HOW WELL IT'LL HOLD UP OVER TIME, ESPECIALLY WHEN DAVE HITS THE NITROUS TRIGGER."***

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This sudden turn of events meant a lot of downtime, but it gave Dave time to come up with some pretty wild ideas. All he needed was some space in the garage and plenty of money. The first part came easy; the rest came in time.

Dave ordered a Scott's Hot Rods front suspension/cross-member kit to update the front end with air ride, so it only made sense to treat the back as well. There were plenty of kits for him to choose from, but in the end, Porterbuilt won out with its Extreme Dropmember rear setup, which helped put the C-10 flat on its belly, thanks to its included Firestone airbags and step notch.

DAVE LEFT THINGS NICE AND AIRY BETWEEN THE BEDSIDES, CHOOSING TO SHOW OFF ALL OF THE WORK THAT WENT INTO GETTING THE TRUCK AS LOW AS IT IS. IT'S EASY TO SPOT THE PORTERBUILT FRAME AND SUSPENSION COMPONENTS, BUT EVEN MORE OBVIOUS ARE THE TWIN NOS BOTTLES THAT FEED THE BLOWN ENGINE.

TRUCK SPECS

OWNER
Dave Schneider
1965 Chevy C-10
Mint Hill, NC
Relaxed Atmosphere

CHASSIS & SUSPENSION
- Scott's Hot Rods front suspension setup
- Porterbuilt Dropmember rear suspension
- Slam Specialties front airbags
- Firestone F9000 rear sleeve airbags
- VIAIR compressors
- Wilwood brakes front and rear
- Mooneyes spun aluminum gas tank

WHEELS & TIRES
- 19x8 and 20x10 Colorado Custom Sugar City billet wheels
- 245/35ZR19 and 285/30ZR20 Nitto NT-555 tires

ENGINE
- Chevy 350 crate engine
- Six Stromberg 97 carburetors
- Custom Hampton intake/blower manifolds
- Hampton supercharger
- Stainless-steel headers
- Mallory ignition setup
- Turbo 350 transmission
- Lokar floor-mounted shifter

BODY & PAINT
- Original paint/patina
- All original body panels

INTERIOR & STEREO
- Upholstery work by The Custom Stitching Company
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- Billet Specialties Flat Out steering wheel
- Dash repainted with Von-Dutch-style flying eyeball

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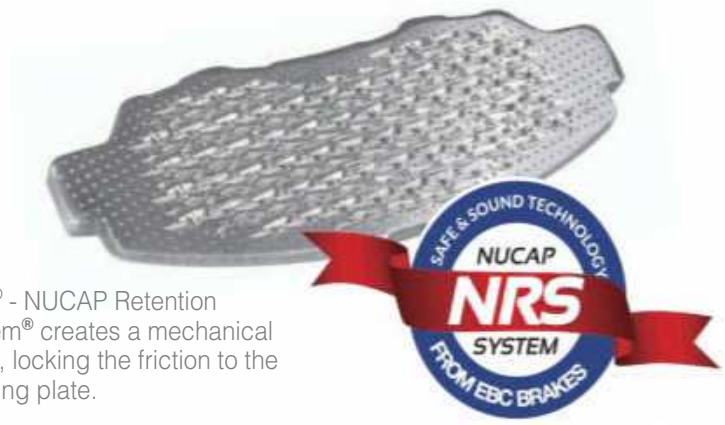

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Stage 4 Kit	Redstuff premium fast street pads and USR slotted black Geomet rotors	**Car**	**$195**
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EBC® BRAKES
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> *NO RADIO FOR DAVE BECAUSE HE WOULDN'T BE ABLE TO HEAR IT OVER THE SOUND OF THE SUPERCHARGER AND CARBS ANYWAY.* ***OVERALL, WE THINK HE'S MADE SOME PRETTY SOLID—IF NOT A LITTLE CRAZY—CHOICES FOR HIS TRUCK, BUT THAT'S THE BEAUTY OF DOING IT 'JUST BECAUSE.'"***

After all that, though, Dave still hadn't dealt with the engine situation that caused him to tear the truck apart in the first place. He decided to pick up a new 350 crate engine and call it a day.

If you're wondering why the words you just read don't quite match the photos, there's a logical explanation. Yes, Dave just replaced the old engine with an internally strengthened 350 engine and a set of stainless headers. The induction setup, however, is a whole other story.

While Dave was already going against the grain by sticking with a classic Chevy small-block (weird, right?), it's the Hampton supercharger topped by a half-dozen Stromberg 97 carbs

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Rough Silver & Machined, Chrome 18"-20"

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that really stands out. Include a decent shot of nitrous oxide to squeeze tons more air into the engine, and you quickly understand that Dave's mighty mouse means business. In fact, when we first saw Dave's truck, we wondered if it was an Australian burnout that had been transplanted to U.S. soil.

A built Turbo 350 keeps things simple in the shifting department, although we're curious about how well it'll hold up over time, especially when Dave hits the nitrous trigger. At least he has Wilwood brakes hidden behind each Colorado Custom Sugar City wheel to slow the truck down after hitting Ludicrous Speed.

The interior of Dave's red Chevy definitely has some early drag-racing influence, which makes sense considering the general hot-rodiness of the Strombergs and early GMC-based blower sitting directly in front of the cab. The Speedway Motors bomber-style seats, which were made a bit comfier thanks to padding stitched by The Custom Stitching Company, really stand out as the centerpiece of the interior. The rest is pure hot rod as well, with a 14-inch steering wheel, Moon tachometer and even a vintage-style aftermarket turn signal assembly mounted on the original steering column.

And guess what? No radio for Dave because he wouldn't be able to hear it over the sound of the supercharger and carbs anyway. Overall, we think he's made some pretty solid—if not a little crazy—choices for his truck, but that's the beauty of doing it "just because." ST

THE BILLET SPECIALTIES FLAT OUT STEERING WHEEL IS A PERFECT MATCH WITH THE DRILLED OUT PEDALS AND SPEEDWAY MOTORS SEATS. THE ORIGINAL GAUGE CLUSTER IS STILL IN PLACE, ALTHOUGH AUXILIARY GAUGES HAVE ALSO BEEN MOUNTED IN THE DASH TO KEEP BETTER TABS ON THINGS.

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DAYTONA TRUCK MEET

STARTING FROM THE BOTTOM, NOW THEY'RE ON TOP

TEXT AND PHOTOS BY **CHRIS HAMILTON**

THROUGHOUT THE PAGES of *StreetTrucks* magazine, you'll often find some of the most well engineered and meticulously designed street rods that once started life as tools for transportation or work. After years of abuse and simple every day wear and tear, these trucks finally broke down and were left to rust. But it usually isn't too long before some wide-eyed visionary decides to restore or customize one of these former workhorses for race, show or even daily use. Sure, every once in a while you'll see a modern frame-dragger or even the occasional lifted truck in our book, but I'm sure we can all agree that picture-perfect street rods and custom classic trucks help *StreetTrucks* stand out from the crowd. Still, let's face it: We are all just truck guys who love wrenching on our rides and watching people stare as we drive by.

There's a whole new crop of young, like-minded truck fanatics who have a completely different perspective on the industry. So, when we got the call to check out what appears to be the Super Bowl of lifted street truck events, we booked our room, packed our truck and headed south to Daytona Beach, Florida for the fifth annual Daytona Truck Meet.

Daytona Truck Meet is a five-year strong event that was originally nothing more than an Instagram brand and an idea. A simple day at the beach with some truck buddies has evolved into one of the biggest yearly truck-specific events on the East Coast. Jordan Mahlbauer of Truck Fever is the man behind the madness and he has quite the loyal following of hardcore truck guys. Lifted, lowered and everything in between show up to his event; although, it's obvious before you even get in the gate which style dominates. More than 2,000 bright suspension blingin', big wheel ballin', diesel smoke lovin' truck junkies flood the streets of Daytona for a weekend of fuel-burning, confidence-oozing fun in the sun.

As with any weekend event, some guys get a little rowdy and others rack up tickets, but at the end of the day this young crowd of gearheads brings with it a wave of revenue to the local hotels and restaurants before heading home with no real damage done. Sometimes they get a bad rap, but we've been to quite a few events like this, and we can assure you that they all have the same passion, they just like to express it a little differently.

With a draw of more than 15,000 spectators and 2,000 trucks, there's no denying that truck fever is real. Support from companies big and small, including American Force, HornBlasters, Specialty Forged and Recon, has undoubtedly helped Jordan's event flourish, but no one can discount the effort and time he has put into his dream. We are happy to have watched this event grow and can't wait to come back in 2019.

Check out these pics and be sure to read the captions because some of them might make you think differently about this exploding market. ***ST***

AMERICAN FORCE WHEELS IS THE MAIN SPONSOR OF THIS MASSIVE EVENT, AND IT CERTAINLY KNOWS HOW TO STEAL THE SHOW WITH THE TRUCKS IN ITS BOOTH ALONE.

BELOW. POWER STROKE ENGINUITIES BROUGHT OUT THIS EXTREMELY POWERFUL BODY-LAYING FORD TO SHOW THE LIFTED GUYS A DIFFERENT SIDE OF TRUCK LIFE.

RIGHT. WE'VE ALL SEEN CUSTOMIZED H2S IN THE PAST, BUT THIS ONE STICKS OUT WITH ITS TOWERING STANCE AND FLASHY COLORS.

AT TIMES WE WERE REMINDED OF THE OLD-SCHOOL DAYTONA SPRING BREAK NATIONALS WITH ALL OF THE MASSIVE SOUND SYSTEMS AND GIRLS IN BIKINIS. BET YOU'RE WONDERING WHERE THOSE PICS ARE, HUH?

ANOTHER NON-LIFTED TRUCK THAT CAUGHT OUR EYE, ALONG WITH MOST EVERYONE ELSE IN ATTENDANCE, WAS THIS SUPER UNIQUE SINGLE CAB SHORT-BED DODGE SPORTING A 12-VALVE CUMMINS, GOLD RIMS AND REALLY KILLER GRAPHICS.

THE BURNOUT AND BIKINI CONTESTS GAVE THE CROWD SOMETHING TO STAND AROUND FOR, AND FOOD VENDORS KEPT THEM FULL AND REFRESHED IN THE HOT FLORIDA SUN.

JORDAN MAHLBAUER'S PERSONAL TRUCK WAS ON DISPLAY AND LOOKING SWEET WITH ITS 26-INCH BLACK-AND-ORANGE CORLEONE FORGED WHEELS.

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TEXT AND PHOTOS BY **CHRIS HAMILTON**

Beyond the Lift

GOING THE EXTRA MILE AND SAVING GAS WHILE WE GET THERE

THE RECENT RUN of lifted-style tech articles in the last few issues of *StreetTrucks* magazine is no accident. We've seen the popularity of tech articles about daily drivers skyrocket when published alongside pages of full-blown custom fabrication tips and tricks. *StreetTrucks* readers seem to like a little bit of everything, which lends itself well to special edition books like *C-10 Builder's Guide* and *F-100 Builder's Guide*. Be sure to check out one of those if you're a hardcore fan of either truck model. You'd be surprised to see how much content we can print and how much knowledge you can gain, but first, let's get back to the project at hand.

The lifted truck industry has a tendency to focus on bolt-on brackets and upgraded coil springs, since those are usually on full display and powder-coated in wild colors. What doesn't get brought up enough are the additional steps that any truck owner should take after installing a lift kit of significant size. The factory drivetrain of most modern trucks is designed specifically for the original overall wheel-and-tire size; so, bigger wheels and heavier tires will obviously change the gearing, which in turn will change the speedometer, shift points and the gas mileage. Unfortunately, the fix for these issues requires parts, labor and absolutely zero visual impact. We understand how tough it can be to spend a chunk of cash on parts that will never be seen when you could easily buy some striking visual appeal for the same dollar amount. That said, if you want your lifted truck to last as long as intended, and you also want to spend your paychecks on something other than gas and transmissions, this article is written specifically for you.

This was the case for Nicole and the '11 Chevy Silverado mall crawler she recently had lifted. A struggling transmission and an untold number of fill-ups were enough to make anyone throw up their hands in disgust, so she called the crew at Farmboy Customs in Royal Palm Beach, Florida, for some technical advice. Luckily for her these guys are pros, and they've done this type of job a hundred times. Without any further hesitation, she ordered a set of 4.56 gears from Yukon Gear and Axle along with the master installation kit and a posi-trac rearend for a little extra traction.

While the truck was on the lift and maintenance was on his mind, Mark Wetherington, lead tech at Farmboy Custom, floated the idea of upgrading the brakes to accommodate the increased rotational mass. After scanning a few product options and price quotes, Nicole chose EBC rotors and pads, as well as a Hypertech MaxEnergy 2.0 power programmer to reprogram the factory computer. To complete the post-lift maintenance package, a new set of tires from Atturo were slapped onto the Moto Metal wheels, and she was out the door for a test drive. Now the truck uses its power more efficiently and isn't as thirsty for fuel.

Check out the steps involved in this single-day parts swap, and decide for yourself whether the price of the parts is easier to swallow than the price at the pump. ***ST***

01 Gears, brakes and a tune are the standard upgrades any truck shop would recommend after installing a significant lift kit. For this setup, Yukon Gear and Axle recommended new ring-and-pinion gears with a 4:56 gear ratio and the master installation kit. The kit comes complete with the axle bearing and seal kits, pinion bearing and shim kits and everything else needed for a complete installation, aside from new gear oil, of course.

02 EBC rotors and Orange Stuff brake pads will increase stopping power, and a new computer tune will correct the speedometer along with a few other ECM adjustments like transmission shift points.

03 Before you drop your truck off at a shop for undercarriage mechanical work, do your mechanic a favor and give it a good pressure clean at the local car wash. He will appreciate it, we promise.

04 Farmboy Customs out of Royal Palm Beach, Florida, has a staff of master mechanics that handle all facets of truck customization, from lifted to lowered, resto to modified. The crew's attention to detail is second to none, and the extremely impressive front office could double as a high-end boutique with a few quick product swaps.

05 First things first, put the truck on the lift and search endlessly for the wheel key. Good thing Lead Tech Mark has a tool for any situation and pretty much any lug nut lock key ever made.

06 Since we're replacing the front brakes and the rear gears, both rotors and drums can come off at the same time. No brake line extensions are being used, so the calipers can simply hang to the side using a small bungee.

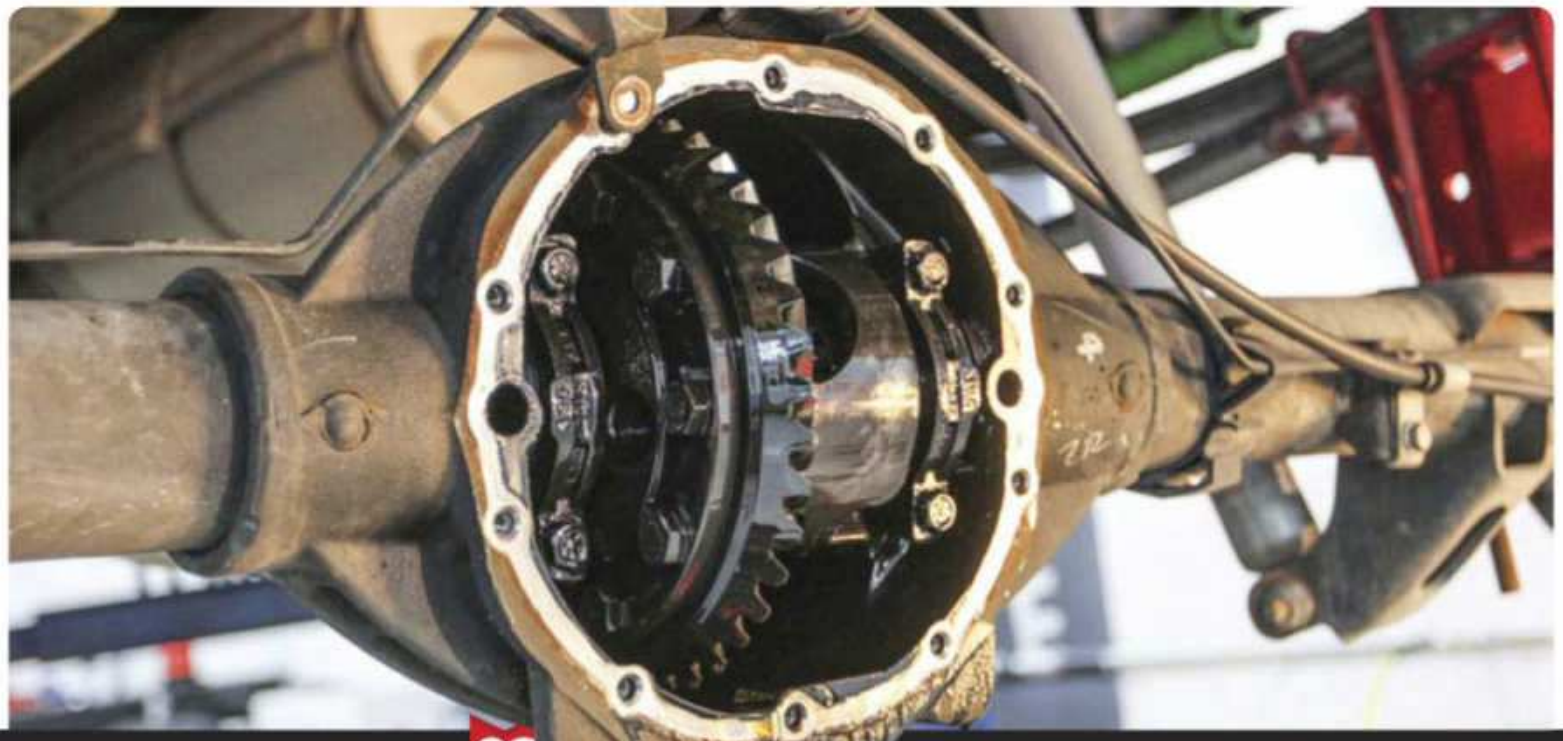
07 The new EBC GD7372 3GD series dimpled and slotted sport rotor features wide aperture slots that draw cool air into the braking contact area and reduce temperatures, preventing brake fade. Dimple drilling avoids stress cracks, and the new gold anodized EBC finish provides great looks and prevents corrosion. Better stopping power, longer life and zero noise, that's why EBC Orange Stuff extra-duty light truck and SUV brake pads have taken the industry by storm. They offer five times the bond strength of conventional pads; while the fade-free material performs in both frigid winters and in temperatures exceeding 1,400ºF, which is well above the maximum experienced in heavy braking, towing or downhill descents. High-volume V-grooves in the pads help remove debris and better cool hot center areas. The new carbon granule-based extra-duty material is rotor-friendly, throws off minimal dust and is noiseless.

08 Mark slides the new rotors on and secures them with a few retaining screws before moving on to the new EBC brake pads.

09 EBC caliper lube is supplied with the kit, and a little goes a long way, but don't be afraid to give it a good coat.

10 The completed brake upgrade looks great, took a very short amount of time to install and dramatically increases stopping power.

11 Moving on to the rear axle gear swap, removing the differential cover is step one, but make sure you have a drain pan handy.



12 With the truck in neutral, the factory differential and gears are spun manually with the driveshaft to get that last little bit of fluid out.

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13 Once the two factory C-clips holding the axle shafts have been removed with a magnetic tool, both axles slide out nice and smoothly.

14 Next, the differential bearing caps are removed, followed by the differential itself.

15 After a few coats of brake cleaner are sprayed on to get at the remaining gear oil, and the driveshaft is disconnected, the pinion is air-hammered out from the back side. If you plan to reuse this gear, be extra careful not to damage it during removal. Yukon Gear and Axle recommends a 4:56 gear ratio for this truck, and its customer service staff is ready and waiting to tell you which gear ratio is best for your build.

16 This side-by-side shot of a factory Chevy 3.08 and brand-new Yukon Gear and Axle 4:56 really drives the point home.

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17 Once the axle is clear, a new bearing race is installed front and back.

18 A well-known trick of the trade is to carefully remove the old pinion bearing, grind the inside of the bearing to open it up a little, and then use it to properly set the depth.

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19 LEFT. With the new pinion bearing in place, Yukon's Dura Grip posi-differential is installed, and the gears are aligned. We recommend doing lots of research before taking on this step yourself. Yukon has some great online videos that can help with the learning process.

20 RIGHT. Now that the new diff is in place and the gears aligned correctly, new gear oil is added, and the driveshaft is bolted back in place. The Yukon Dura Grip provides aggressive yet smooth traction to give you the confidence and performance you need. The new diff features a four-spring clutch-style posi-traction and internal gears that are manufactured using forged 4320 steel and cut to provide stronger teeth. This piece is fully rebuildable and completely assembled in the USA.

21 Just as the last few bolts were being reinstalled on Nicole's truck, the new LT325/60R20 (35x12x50) Atturo Trail Blade Boss tires arrived. They look just as aggressive in person as they do online.

22 The tread of this new design is inspired by the Quartermaster QSA-1 BOSS HOG knife, a blade made for hardcore use. Alternating shoulder blocks follow the outline of the knife handle tread. The tread's high void ratio provides superior grip across varied terrain. Smaller center tread blocks are linked for stability from the high abrasion abuse of rocks. Beneath the tread lies a three-ply sidewall for load capacity and protection.

23 Moto Metal MO978 Razor 20x12s with red accents match the red suspension perfectly.

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24 After a quick mount and balance, Mark is ready to bolt up the new wheel-and-tire combo. You can see how they look when they're spinning as they're balanced; the red accent on these Moto Metal MO979 Razor wheels looks really cool.

25 **ABOVE.** The wheel locks go back on, and the lift arms start heading south. There's time for a quick tune and then a final road test.

26 **RIGHT.** The beauty of the Hypertech MaxEnergy 2.0 power programmer is how easy it is to use. We wanted to prove it, so we asked Nicole to tune it herself. She plugged it into the OBD2 port, selected tire size, along with other preferences, and it was a done deal. Pretty impressive!

27 **BELOW.** Tire testing and mpg results are coming up in the next issue, but for now, check out the finished product. It looks as good as it runs, and now it will last as long as it should.

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MIDWEST DRAGFEST 2018

MAXIN' AND RELAXIN' IN SEDALIA, MISSOURI

TEXT AND PHOTOS BY **JON HANSEN**

STARTING BACK IN 2005, Midwest Dragfest (MWDF) has been held nine different times throughout the years. While the show experienced a brief hiatus during that time, it's been back consistently since 2013, and it doesn't seem to be going anywhere any time soon. Known for its laid-back atmosphere and consistently high-quality builds, MWDF is without a doubt a hidden gem in the Midwest that's worth the trip for truck owners and spectators.

As a first-time show-goer at this event, I wasn't sure what to expect as I pulled into the relatively small town of Sedalia, Missouri. However, once I made my way out to the show grounds and started exploring, I was impressed by what the Missouri State Fair Grounds and well-organized staff of MWDF had to offer. Not only was it a very spacious area, but it was on grass instead of blacktop, which means far fewer people (including myself) left with a sunburn.

On the first evening of the event, MWDF throws a party for show attendees called Meatfest, and it lived up to its name. Watching the crew unload box after box of burgers and dogs to throw on the grill, as well as filling cooler after cooler with beer, well, it was clear that the MWDF staff really knows how to show people a good time. I should also mention that all of the food and drinks were free. How great is that?

The next day, as trucks arrived for registration and started to fill up the park, claiming a favorite spot for the weekend was top

JIMMIE BROYLES BROUGHT HIS NEWLY COLOR CHANGED, BODIED HUMMER OUT TO DRAGFEST THIS YEAR. BROYLES ALSO RUNS ONE OF THE BIGGEST SHOWS IN THE MIDWEST, SLAMBOREE IN OKLAHOMA.

THIS RACE-INSPIRED RED C-10 CAUGHT A LOT OF ATTENTION FROM SHOW-GOERS.

priority. Once everyone settled in and the sun went down, it was obvious that this was going to be a stellar weekend.

It rained for a while on Saturday morning, a circumstance that many owners dread, but in the Midwest, truck owners encourage it because it usually leads to lower temperatures throughout the day. Since this event is held the first weekend of June, everyone hopes for the coolest temps possible. The rain soon stopped, and the sun came out while trucks streamed through the gates. The show's layout smoothed the judging process and fun events like a truck limbo and the staff-organized cruise on Saturday evening kept everyone entertained the entire weekend.

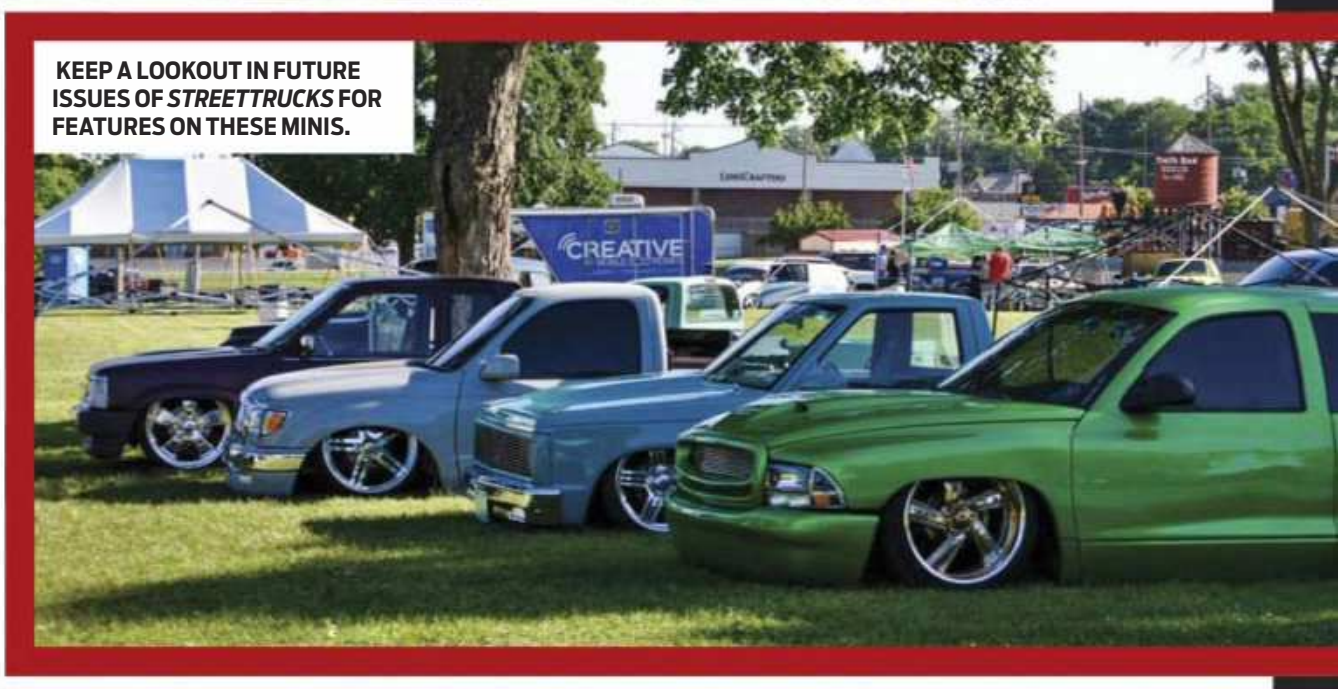
Sunday is the final day of the show and the last chance to see everyone's vehicle laid out in the grass. You can also stick around to see who takes home one of the 50-plus awards, like Best of Show, which includes a $1,000 cash prize.

Midwest Dragfest is a must-attend event, and 2019's dates have already been released, June 1-2. Sponsors like Creative Audio, Drop Em Wear, Stone Cold Customs, Gooch Customs and many others make it clear that show has strong support behind it year after year.

Dragfest's own Brenan "Mo" Moriarty wanted to give a quick shout-out to everyone who's supported the show throughout the years, and he wanted to say a special thank-you to the entire MWDF crew, who kill it every year. Mo is motivated to put on a bigger and better show each year thanks to his crew and his wonderful wife Kerri, the muscle behind the mayhem. According to Mo, "Kerri kept me sane throughout all of the stress leading up to the show this year and even ran the food tent, taking a lot of pressure and work away from me." Support like that is what every successful man needs in his life.

Be on the lookout for multiple features about trucks that attended this show in future issues of *StreetTrucks*, and we'll see you next year in June at Midwest Dragfest. ***ST***

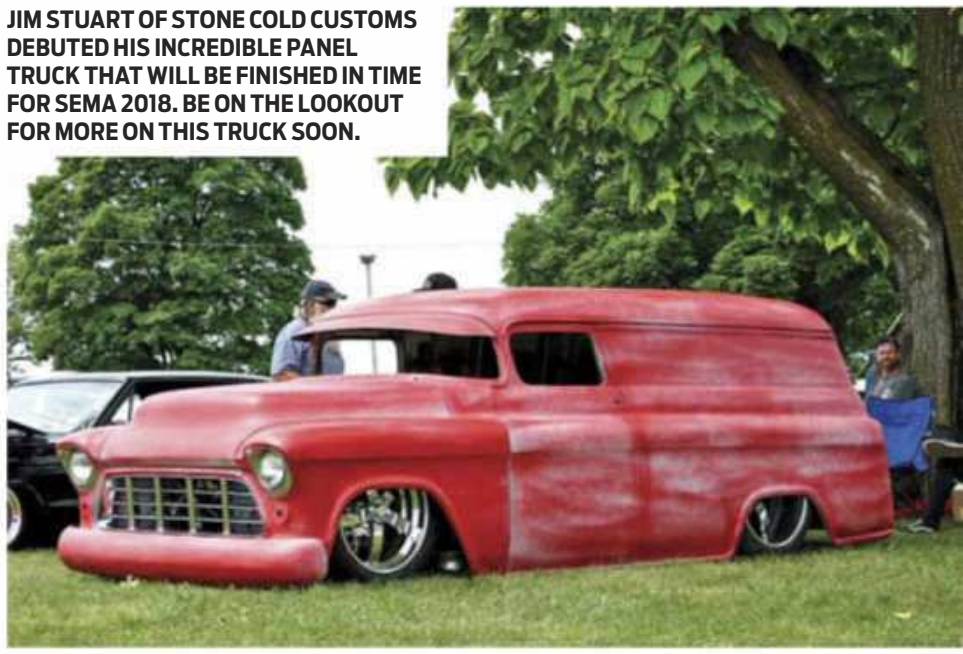
LEFT. **MIKE BROTT KEEPS THE CLASSIC MINI-TRUCK SCENE ALIVE. THERE IS NOTHING IN THIS ENGINE BAY THAT SHOULDN'T BE THERE—CLEAN AND LEAN ALL THE WAY.**



KEEP A LOOKOUT IN FUTURE ISSUES OF *STREETTRUCKS* FOR FEATURES ON THESE MINIS.

LEFT. **GOOCH CUSTOM'S OWN BRANDON MCCOY LAYS DOWN SOME STRIPING ON A DODGE DAKOTA.**

THIS ICE CREAM TRUCK TRIBUTE BUILD OUT OF MISSOURI HIDES AN LS SWAP AND SERVES AS A GREAT HANGOUT SPOT FOR VEHICLE OWNERS AND THEIR FAMILIES.



JIM STUART OF STONE COLD CUSTOMS DEBUTED HIS INCREDIBLE PANEL TRUCK THAT WILL BE FINISHED IN TIME FOR SEMA 2018. BE ON THE LOOKOUT FOR MORE ON THIS TRUCK SOON.

THE PAINT AND ATTENTION TO DETAIL BLEW THE JUDGES AWAY ON THIS SINGLE CAB THAT TOOK HOME BEST OF SHOW.

ONE OF MIDWEST DRAGFEST'S OPERATORS, CLINT DEVINE, SHOWS OFF THE FULLY CUSTOM BED THAT WAS RECENTLY FINISHED ON HIS ONE-OF-A-KIND S-10.

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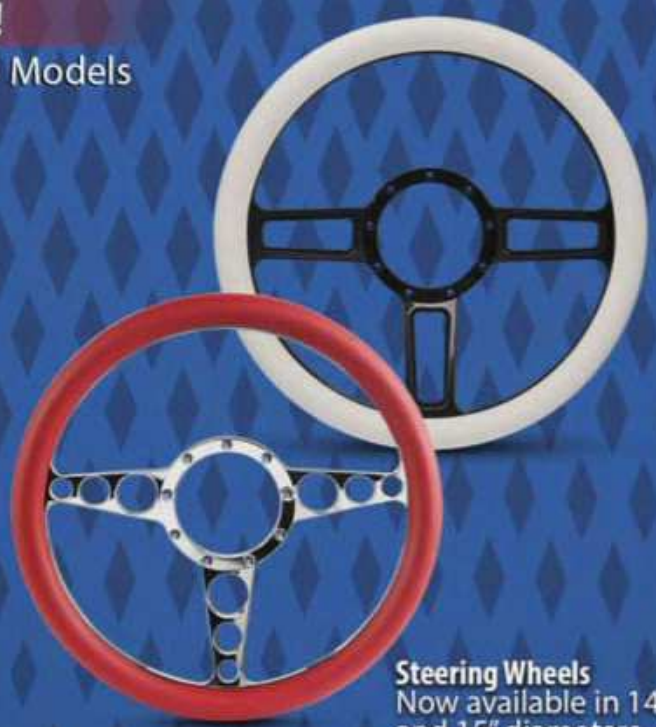

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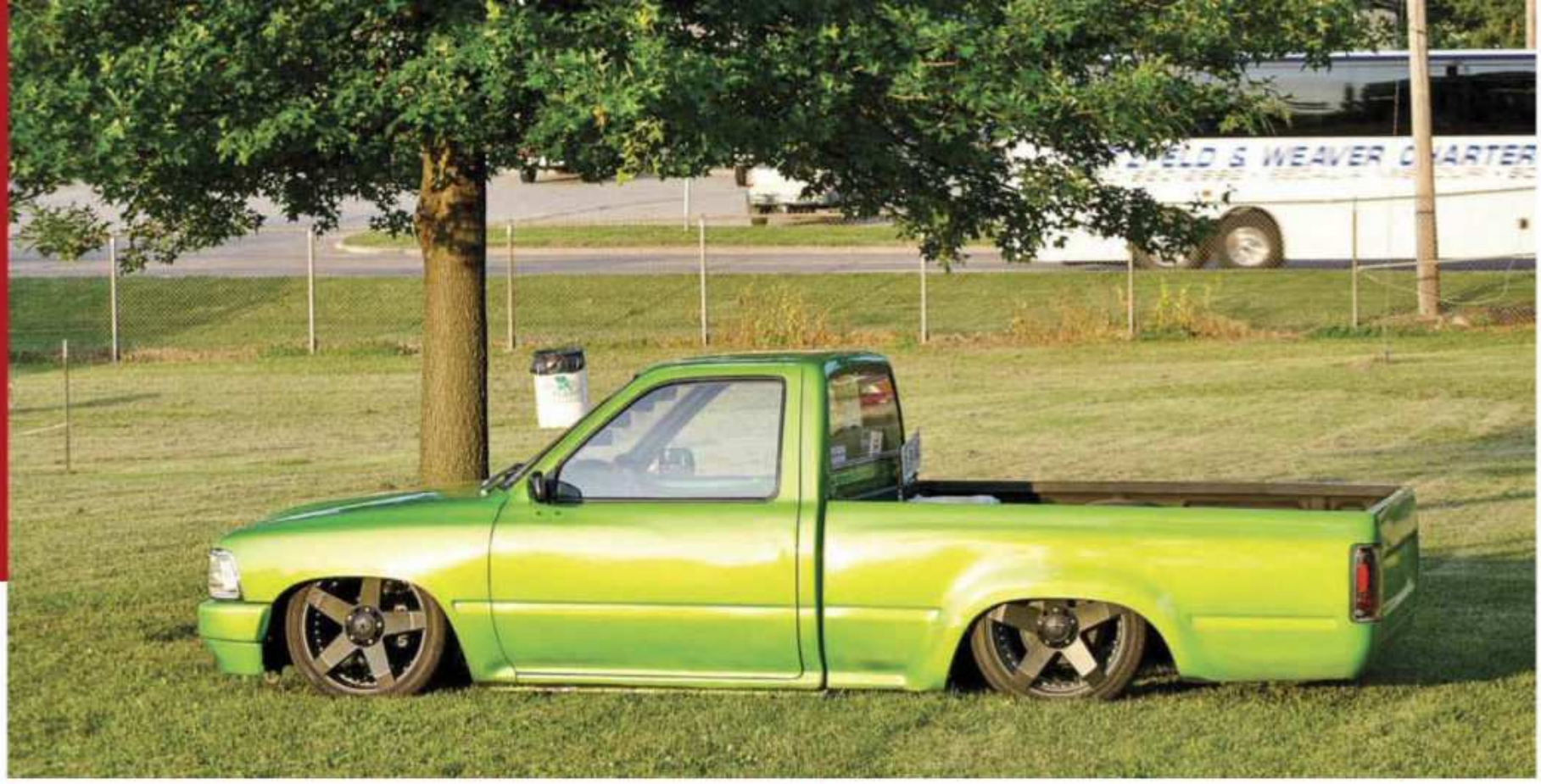

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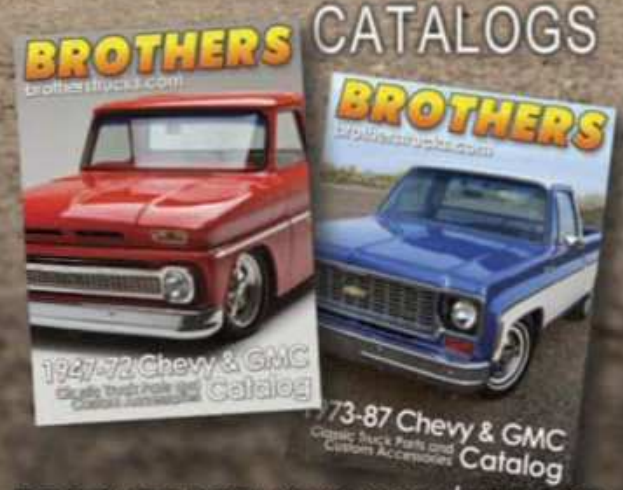

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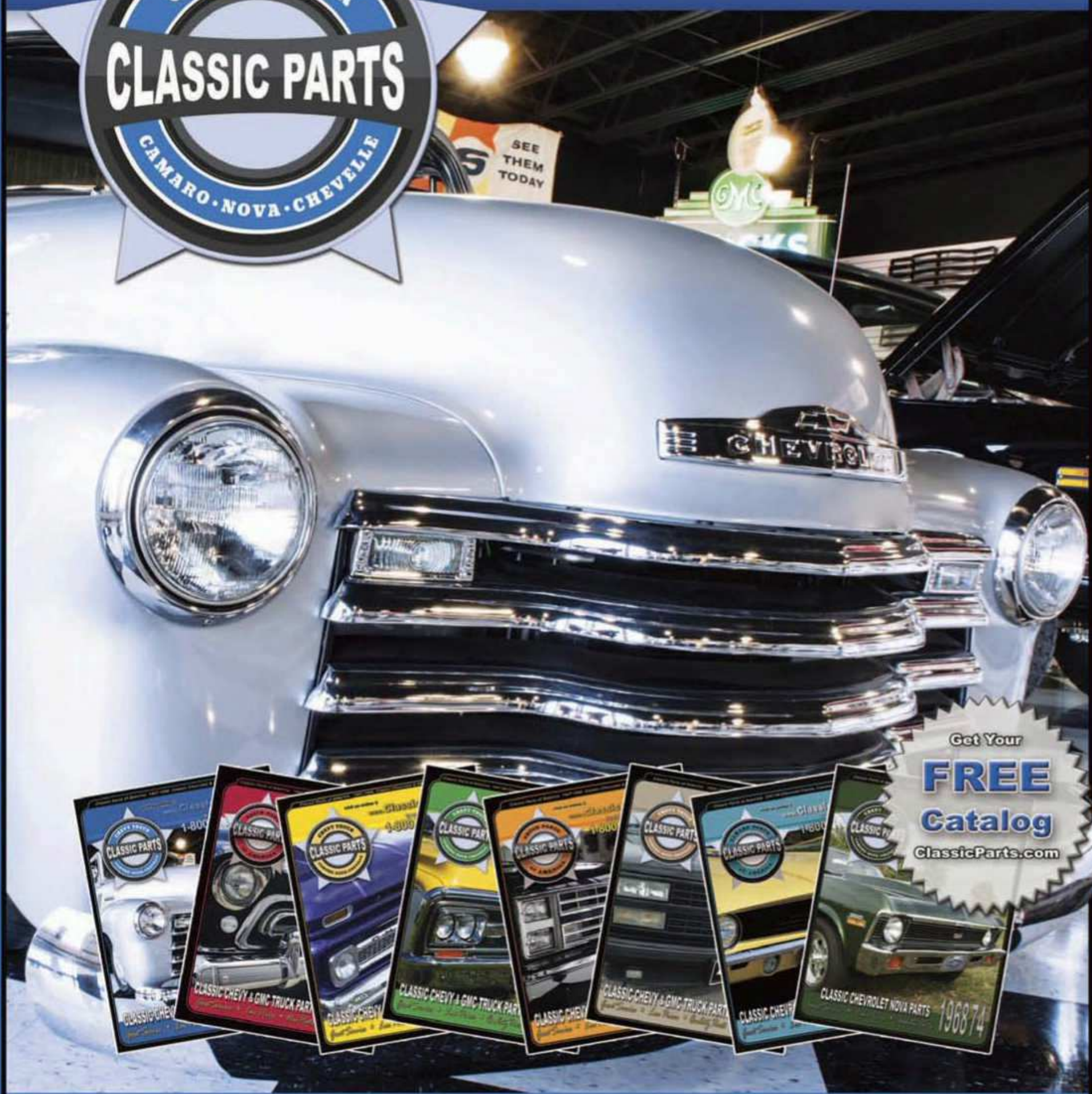

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FOREIG

N AFFAIRS

A Titan With a Twist

TEXT BY **MIKE SELF** AND PHOTOS BY **BRANDON BURRELL**

BUILDING A NISSAN TITAN DEFINITELY HAS ITS UPS AND DOWNS. On the plus side, they're still a rare sight even after 14 years of production. Conversely, they're a pain to modify, which might be why it's uncommon to see them on the ground. Did Jimmy Chollett know what he was getting into when he decided to build a Nissan full-size? Maybe. But as the previous owner of a 'bagged '02 Dodge Ram, he was no stranger to a challenge.

WOULD YOU BELIEVE THAT JIMMY SHIPPED HIS TRUCK FROM TEXAS TO CALIFORNIA TO GET THE INTERIOR DONE BY HIS BUDDIES AT CALIFORNIA UPHOLSTERY IN BELL GARDENS? EVEN MORE AMAZING IS THE FACT THAT HE GOT THE TRUCK BACK JUST 10 DAYS AFTER IT ARRIVED IN CALIFORNIA.

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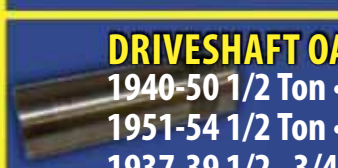

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THE INFINITI QX56 FRONT END JUST MAKES THIS TRUCK. SURE, IT'S BOLTED ON, BUT A LOT OF EXTRA WORK WENT INTO MAKING IT LOOK PERFECTLY AT HOME ON THE TITAN. FOR INSTANCE, THE INFINITI FLARED BODYLINES WERE ELIMINATED BY GRAFTING SECTIONS FROM THE ORIGINAL TITAN FENDERS INTO PLACE, AND THE LEADING EDGES WERE ROLLED TO MATCH THE INFINITI BUMPER.

Although there are a few lift kits available for the Titan, if you want to go in the other direction, you're pretty much on your own. Going down requires a lot of ingenuity, a ton of one-off parts and slew of patience. After all, you can't just bolt on a kit and roll out like you can with other makes.

Jimmy's first experience with 'bagging his Titan didn't go as planned—at all. In fact, it was a pretty harsh lesson in choosing the right shop, as the rear suspension decided to remove itself from the truck on its maiden voyage home. Luckily, he soon found Rutherford's Rods & Customs, which fixed the whole air setup and made Jimmy's truck as reliable as could be, which encouraged him to hit shows with it as often as possible.

Around this time, a buddy of his, who also had a Titan, mentioned that he knew of an Infiniti QX56 front clip for sale. The deal was too good to pass up, and it didn't hurt that Jimmy's wife agreed to buy it for him for his birthday.

But after a few cruises with his club, Aftermath, he soon felt like the odd man out since his was the only truck that wasn't body-dropped. Yeah, the guy with the 'bagged Titan with a QX56 clip didn't feel like his ride was turning enough heads—go figure. The peer pressure was

TRUCK SPECS

OWNER
Jimmy Chollett
2005 Nissan Titan
Caldwell, TX
Aftermath Texas

CHASSIS & SUSPENSION
- Work performed by Phat Phabz
- Stock-floor body drop (3/4 chassis)
- Rearend narrowed 4 inches
- 3-link wishbone rear suspension
- Michigan-Metal-Works-fabricated drop spindles
- Airbags all around
- 20-gallon fuel cell mounted at rear of truck

WHEELS & TIRES
- 22- and 24-inch Raceline Deceptive billet aluminum wheels
- 265/35ZR22 and 265/35ZR24 Falken tires

ENGINE & DRIVETRAIN
- Stock 5.6L VK56DE V-8
- Custom air intake piping and filter

BODY & PAINT
- Work performed by Twizted Mindz Metal Worx and Ryan's Sheetmetal Designs
- Infiniti QX56 front end
- Fenders modified and reshaped to eliminate factory flares
- Shaved bed rails
- Shaved gas filler door
- Custom wheel tubs
- Bead-rolled sheet-metal bed floor with dimple-die holes
- PPG Granite Crystal Metallic paint

INTERIOR & STEREO
- Work performed by California Upholstery
- Carrara burgundy material with gray inserts
- Diamond stitching on seats
- Vents painted to match interior
- Seat belts dyed burgundy
- Factory Rockford Fosgate head unit
- Rockford Fosgate component 6x9 speakers in doors
- Rockford Fosgate 8-inch subwoofers
- Rockford Fosgate amplifiers

SPECIAL THANKS FROM THE OWNER: "My beautiful wife Shanna Chollett, brother-in-law 'Fatboy,' Gabe Castaneda, Juan Gomez, my dad, Pepe G. and my club Aftermath."

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ALTHOUGH THE ENGINE IS STOCK, JIMMY DIDN'T SPARE ANY TIME, EXPENSE OR ENERGY GETTING EVERYTHING INSIDE AND OUT LOOKING TOP-NOTCH. FROM THE CUSTOM PAINT, INTERIOR AND SHEET-METAL BED, THIS TITAN LOOKS ABOUT AS GOOD AS IT GETS.

strong, so when he eventually discovered Jake McKidde and Kyle Dimetroff at Phat Phabz, he knew what to do. Jake and Kyle are just about the body-droppingest guys around these days (that's a new term as of right now). Jake and Kyle fabricated a new frame from the firewall back from 2x4 boxed steel, which allowed the cab and bed to come down a total of 4 inches. And since everything else was now new and the rearend was getting narrowed anyway, the Phat Phabz crew built a new 3-link wishbone rear suspension and updated the front with custom drop spindles from Michigan Metal Works. For wheels, Jimmy wanted to go the big 'n' billet route (can you blame him?), so a custom set of 22- and 24-inch Raceline Deceptive wheels, with 265mm wide Falken tires, were installed all around.

Now, we would probably be tempted to call it quits for a while and cruise, but Jimmy knew that if he slowed his pace, he might not stay motivated to finish the truck. In all honesty, it was the smartest move he could have made. According to Jimmy, things moved pretty quickly from that point. "From [Phat Phabz] it went to Twizted Mindz Metalworx for bodywork and paint. I didn't much care for the big fender flares that came with the front clip, so the [Titan] fenders were grafted in and rolled into the bumper." But the list of body modifications didn't stop there. Stephen Bramlett and Ryan Alford from Ryan's Sheetmetal Designs put in some work in the bed, adding bead-rolled metal with dimple-die holes." Once the body was blocked smooth, the truck was painted with Chrysler Granite Crystal Metallic to keep things classy.

Approaching the finish line, while no doubt showing plenty of updates online, Jimmy's cohorts in the Aftermath California chapter, Stanley Butler and Elias (who goes by "Weezy"), convinced him to ship the Titan off to SoCal to hook up the interior at California Upholstery. Without a fully formed plan, Jimmy just told them to surprise him. "I have no imagination, so I couldn't figure out a color scheme. Ten days later, the truck arrived back in Texas, and wow!" That last part pretty well describes Jimmy's truck in a nutshell. ***ST***

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TEXT AND PHOTOS BY **EDDY CEBRECO**

THROUGHOUT OUR TRAVELS TO INDUSTRY EVENTS, CUSTOM TRUCK SHOWS, MANUFACTURER WAREHOUSES, OR EVEN JUST SOME RANDOM GUY'S GARAGE, WE OFTEN FIND OURSELVES DISCUSSING THE CURRENT STATE OF THE TRUCK INDUSTRY. Naturally, our opinion on the matter is going to be a little biased, so when we hear that a major industry player like National Parts Depot (NPD) is realizing the same positive trends that we are, our confidence grows, and our reputation strengthens.

For years we've been saying that the truck industry is getting stronger by the day, both directly from the factory and in the aftermarket. Ford and Chevy have seen their largest sales increase in trucks and SUVs, more than any other vehicle in their lines, and NPD is seeing a similar massive spike in its aftermarket truck parts category as well. This is excellent news for readers and our editorial team because it means that we'll have lots of content to bring to our extremely supportive audience every month. But enough about us, let's get to know more about NPD.

NATIONAL PARTS DEPOT'S MAIN HEADQUARTERS IN OCALA, FLORIDA, HAS A TOTAL COMBINED FLOOR SPACE OF 375,000 SQ-FT.

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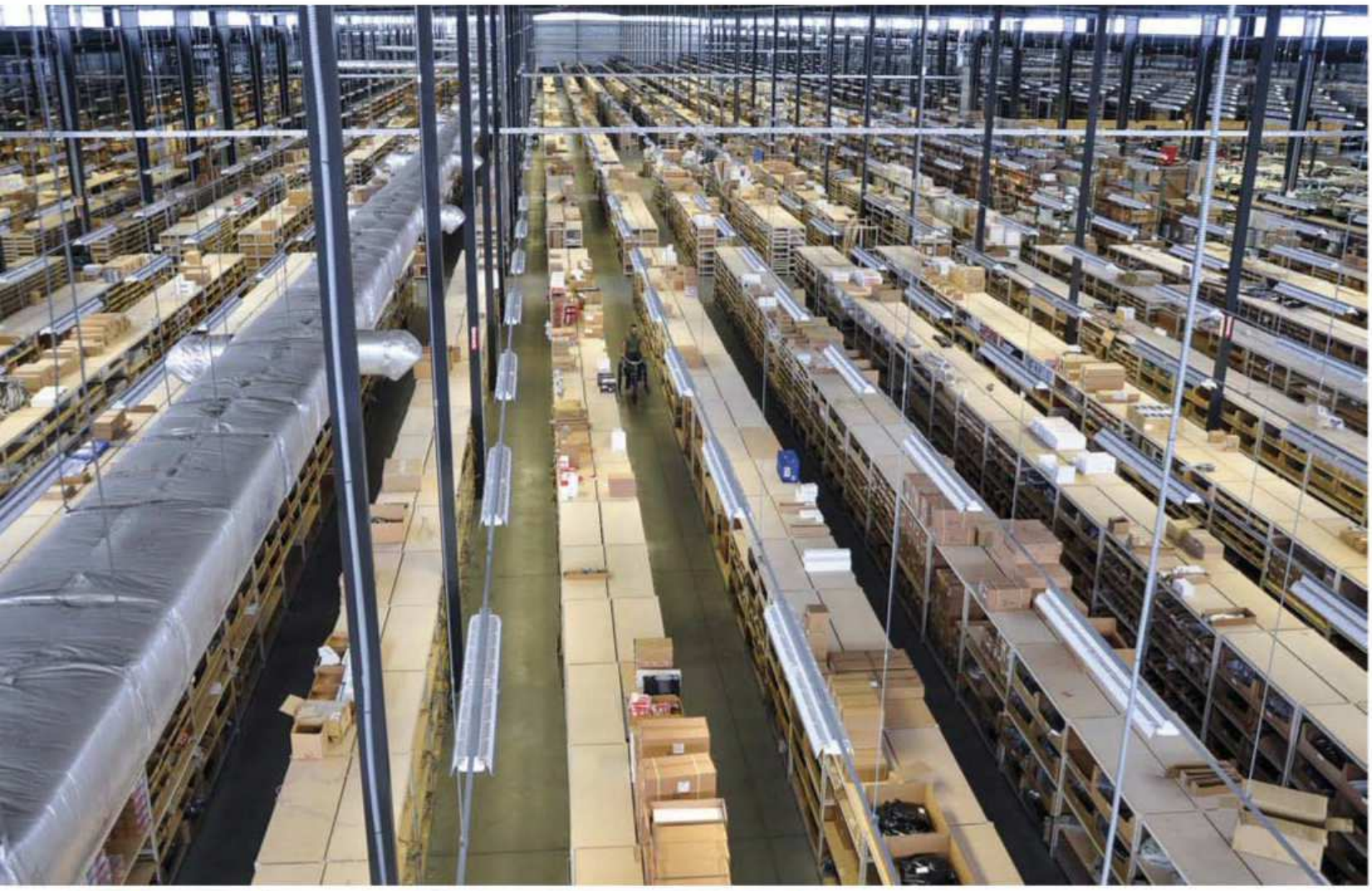

ABOVE. **WAREHOUSE AISLES ARE ALL NEATLY AND STRATEGICALLY ORGANIZED BY MAKE, MODEL AND PART NUMBER. IF YOU LOOK CLOSELY, YOU CAN SEE NPD EMPLOYEES ON BIKES BETWEEN THE SHELVES.**

ABOVE LEFT. **THIS ALL-STAR LINEUP GAVE US CHILLS, ESPECIALLY ONCE WE SAW THE ODOMETERS. THERE ARE LESS THAN 20 ORIGINAL MILES ON THAT GREEN FORD. THESE TRUCKS ARE IMMACULATE, BUT WE STILL WANT TO CUT THEM UP AND LAY THEM ON THE GROUND—IT'S IN OUR BLOOD.**

What started as a simple garage-based business selling 1955-57 Ford Thunderbird parts has evolved into a massive aftermarket parts superstore in which any enthusiast would love to get lost. If it wasn't for Kimber, marketing director for NPD and our extremely helpful tour guide, we probably would have gotten lost ourselves and been forced to beg a ride with one of the warehouse employees. (They move through the massive building on three-wheeled bikes.) With a total combined floor space of 375,000 sq-ft, you can understand why NPD's employees would rather take a ride when the sales guys need a part up front. Success like this definitely doesn't come easy, but with a history of hard-working and dedicated businessman in the family tree, guys like Rick Schmidt (vice president and COO of NPD) are confident that they can get the job done.

Now more than 40 years after Rick's father Jim started the business in his basement,

the D.U.I. report
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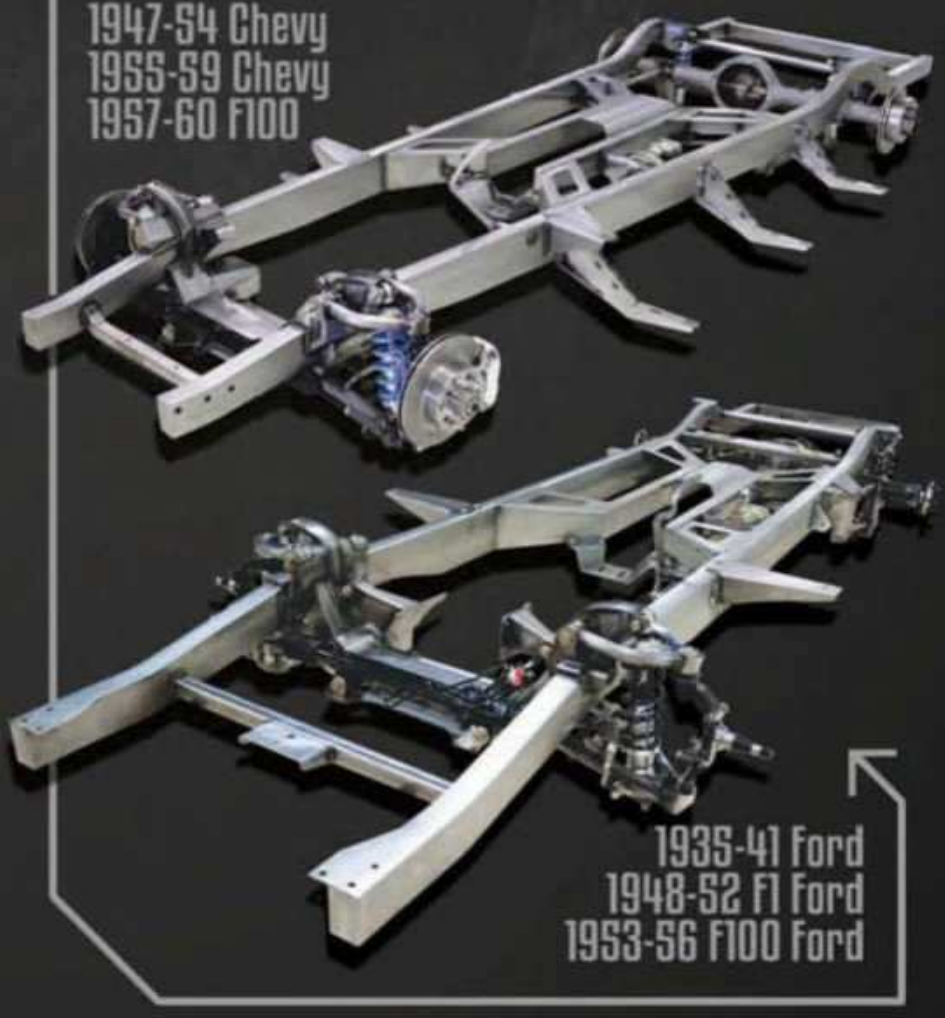

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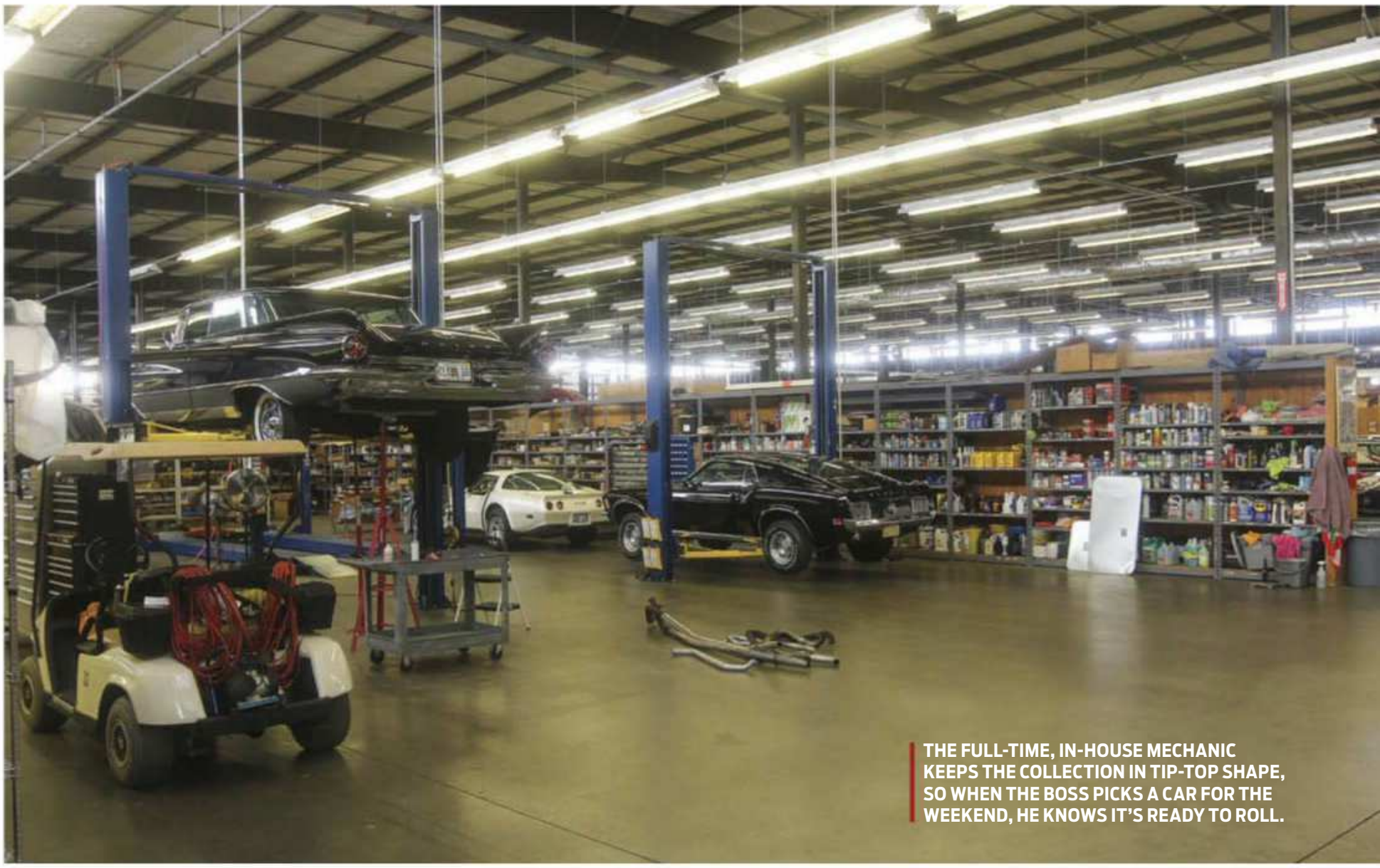
both father and son oversee 570,000 sq-ft of fully stocked warehouses around the country, more than 150 full-time employees and nearly 110,000 unique parts available in store and online. The numbers are impressive and a little surprising, but once you get to know the company or any of the team members, you quickly realize the secrets of their success, and it's not the number of SKUs they have in their database.

When customers call NPD they generally have a good idea of what they're looking for and likely have already done a little research. They call the company to take advantage of the staff's expert advice before purchasing a major item they've been saving for months to buy. The peace of mind you feel after ordering parts from a solid, reliable company is second to none: no worries about being overcharged, no damaged or secondhand parts and extremely helpful advice about the installation. With 500-plus suppliers and multiple locations all over the U.S., NPD is consistently expanding its reach in order to give its customers a smoother shopping experience with faster shipping times and top-of-the-line quality control. Now that NPD has focused its sights on the truck market, we can all get a little more excited about the project we're ready to build.

Follow along as we walk around NPD's Ocala, Florida-based headquarters, which just happens to house the Schmidt family's car and truck collection consisting of more than 160 vehicles in pristine factory condition. We're not just talking classic cars and Model Ts, although they have those too, we're referring to the unrestored showroom-quality trucks they have on display, like a '98 Chevy SS with only 16 original miles or the '67 C-10 with just 20. ST



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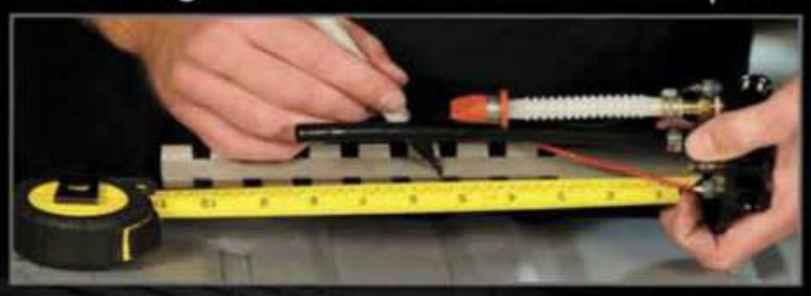

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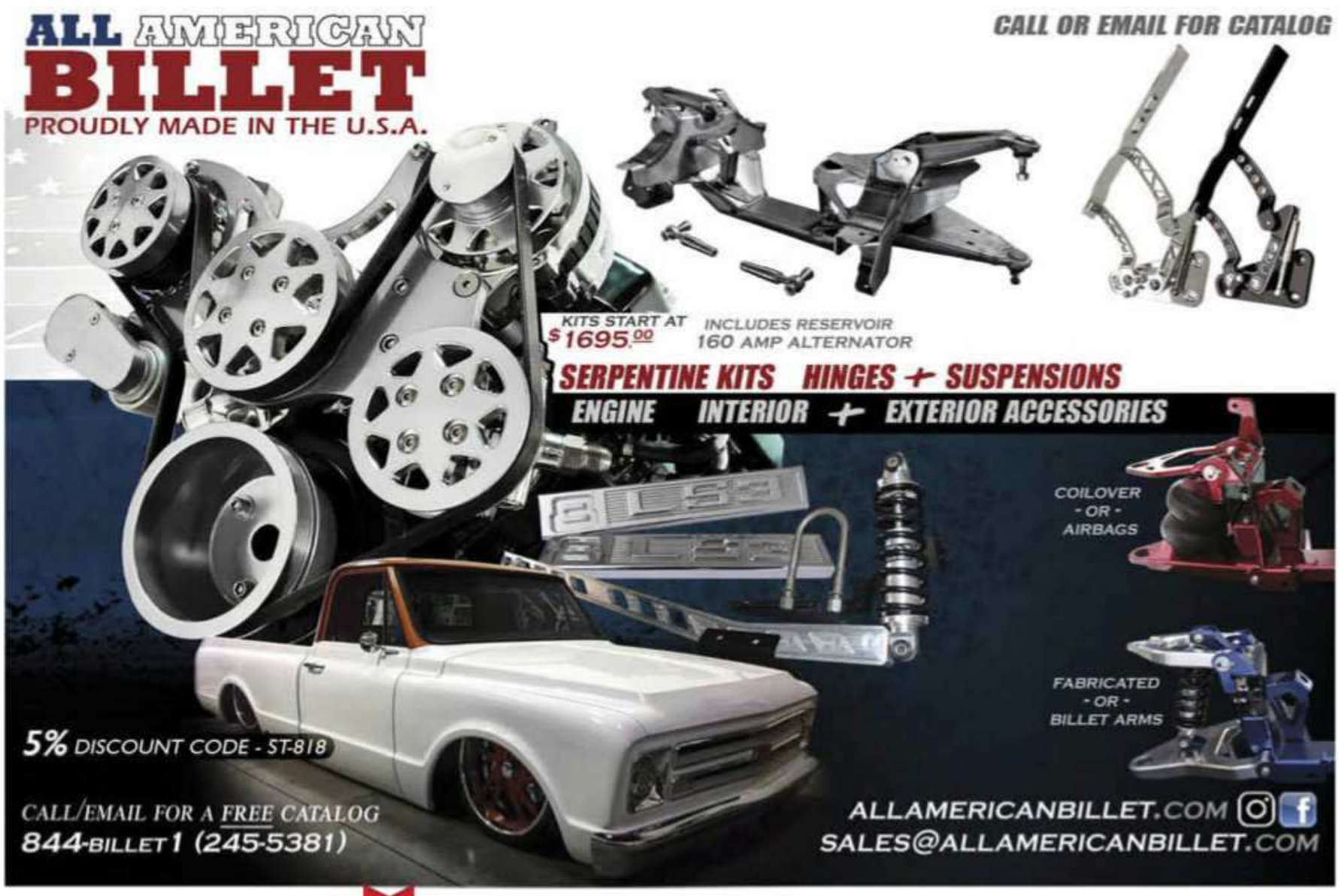

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TEXT AND PHOTOS BY **JEREMY RICE**

Built, not Bought

INSTALLING A CHRIS ALSTON'S CHASSISWORKS CHASSIS SECTION ON A 1967-72 CHEVY C-10

AS MOST OF our readers already know, 1967-72 Chevy C-10s are becoming harder and harder to find. The nice ones are going for large sums even though you often don't really know what you're buying. So many issues can be disguised by pretty paint jobs that it can be stressful to find the right truck.

So, what do you do? Do you take your chances and pay big bucks for what looks like a nice truck, or do you look for a project to build or have built? Some enthusiasts really enjoy the build process, even if they aren't the ones doing the actual work. If the build is put into the hands of a trusted shop, the truck owner still gets to watch his project take shape, and there's a lot to be said for the enjoyment that goes along with that scenario.

Let's say you've decided to take on a project and you've located a truck that no one else would even think of buying. The entire bed is missing; even the rear frame section is missing. There's no interior, no drivetrain, and remember, there's not even a rear axle. Now you've put yourself in our shoes; this is exactly the type of project truck we've located: a truck no one else would consider buying. But, we've been in the game for a while and know that we can handle a project like this.

The first thing we need to tackle is the missing back half of the truck. We searched online and discovered Chris Alston's Chassisworks (CAC), where we found exactly what we were looking for: a complete back-half kit with a sufficient frame rail section so that we could weld it onto what was left of our frame for a complete rolling chassis.

CAC has been around for more than four decades, and with more than 7,500 products, it's safe to say the folks there know what they're doing. The company's product line is extensive enough that they offer several options for 1963-72 C-10s.

We knew we wanted the truck to sit low to the ground, but we also wanted to be able to raise it up for driveability. After reading up on the kits listed on the website, we chose the 4-link through bed rear frame clip (P/N KPC RT4LA-C31). Since it's an air-ride kit, we ordered the VariShock double adjustable air springs (P/N VAS 132K2-515). We also opted for the Watts-link kit (P/N KPC WLFT-C31-12) to keep the axle centered between the new frame rails.

We placed our order, waited patiently for the parts to show up and got right to work. Check out the process as we turn this frame into a full roller in a single day. ST

SOURCE

- *Chris Alston's Chassisworks*
888.388.0297
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01 There wasn't much left of this poor truck when we grabbed it from a backyard for less than $500. We had to get creative in order to get the truck onto the trailer, but once we had it at the shop, the forklift made quick work of unloading it.

02 All of the parts we needed from CAC showed up on a single pallet shortly after we placed our order.

03 We began by unpacking the individual parts, starting with the frame rails. We set them by the truck while we came up with a game plan to get the stock frame married to the new rear frame section.

04 We placed the stock chassis on jack stands and leveled it in both directions: left to right and front to back.

05 A couple of things on the stock chassis were in our way and needed to be removed. The forwardmost bed mount will be replaced by the one on the new frame rail, so we removed it first.

06 The rivet heads were sanded off using a 36-grit flap wheel. Since we weren't removing the cab for this job, we cut the front part of the mount with a die grinder for easier access to the front rivet.

07 The sander made quick work of the rivet head. A punch tool and hammer made equally quick work of removing the rest of the rivet.

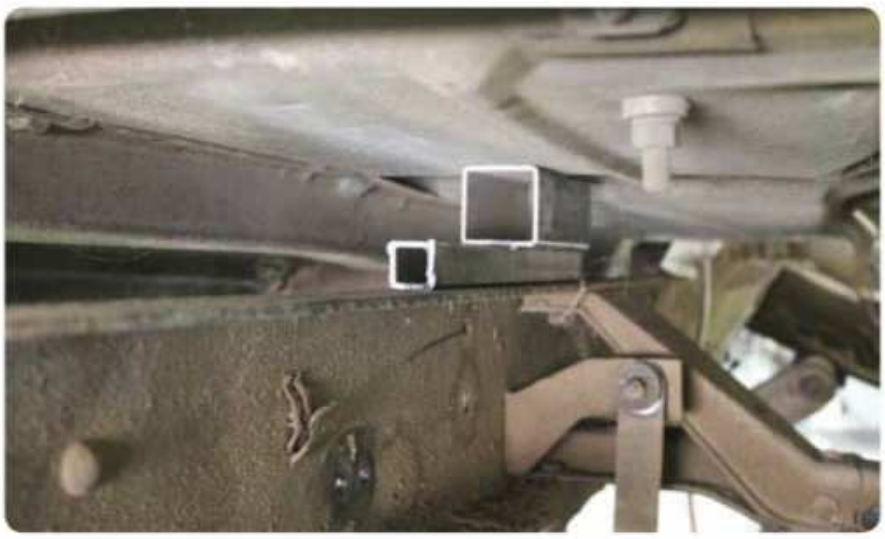
08 Since the new rear suspension doesn't rely on the factory trailing arms, the stock cross member that normally houses them also needed to be removed. We made it easier on ourselves by cutting a big chunk out of the middle of the cross member before attacking the attachment points at the frame.

09 Using the same tactics with the flap wheel and the punch, we removed all of the rivets that held the trailing arm cross member in place. It was actually a good thing we didn't start out with a full frame. Someone had already done a bunch of hard work for us by removing all of the other pieces of the rear frame.

10 Closely following the instructions included with the kit, we measured 3/8 inch behind the rear cab mount flange and made a mark. Then we used a square to draw a line from that mark at the top of the frame to the bottom. We cut here.

11 A combination of a sawzall and a cut-off wheel was used to make a perfectly straight cut down the frame rail.

12 This is how the frame rail should look after the cut. Since we really only had to remove a few inches of frame rail, it was fairly easy to do. If the stock frame rails had been hanging off the back, it would have been necessary to support them with additional jacks stands.



13 Since the rear cab mounts needed to be removed in order for the new back-half to slide into the stock frame C-section, we unbolted the cab from the frame and spaced the cab away from it with scrap square tubing. This is just to hold the cab in place while we remove the mount.

14 Using the same method we used earlier, we sanded down the heads of the rivets to free the mount. However, these were a bit more stubborn, so we had to break out the pneumatic air hammer to remove a few of them.

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15 The holes for the cab mounts were drilled using a 7/16-inch bit. These holes will eventually help us align the new rear frame section.

16 After taking some quick measurements and referring to the provided instructions, we used a large crescent wrench to flare the top and bottom edges of the frame to make slipping in the new section easier.

17 With jack stands in place, the new rear frame section was positioned and partially installed.

18 We were able to get it pretty far into the stock frame, but it's a tight fit, which it should be.

19 Using spreader clamps, we got creative and spaced the frame just enough to slide it in the rest of the way.

20 Using ratcheting straps and a few taps with the hammer, we were able to get the new frame section perfectly level with the rest of the chassis.

21 Since the holes we previously drilled for the rear cab mount to line up with the holes in the new frame section, the new rear cab mounts bolt right up. These bolts sandwich the cab mount, stock frame and new frame.

22 After triple checking that everything was level and square, the new frame section was welded to the stock frame. We started this process with the outside vertical line where we cut off the rear part of the stock frame rail.

23 With this part welded, we could drop the cab back down on the new mount.

24 We turned our attention to the inside of the frame. This is where most of the kit's strength comes from. We welded around the entire edge of the connection and the two plug weld holes. You can also see the four nuts and bolts that lined everything up with the rear cab mounts.

25 Now that we have the new frame section from CAC permanently in place, we can turn our attention to the suspension aspect of the kit. We picked up a used GM truck 12-bolt axle from the local parts yard and started cleaning up the axle and removing all of the old bracketry.

26 Here's everything that came with the Watts-link upgrade for the rear frame package. A Watts-link is considered an upgrade from the standard pan-hard bar because it will keep the axle centered throughout travel. On a coil-over suspension, the pan-hard bar would be perfectly fine because the suspension isn't traveling as much; however, since we will be using air springs, we wanted to do the upgrade and keep the axle centered.

27 Installing the brace for the center pivot of the Watts-link required the removal of the differential cover hardware.

28 Since this axle was laying around in the parts yard, and probably has well over 100,000 miles on it, we needed to clean up the sludge that had built up around the edges of the diff cover so that the new bracket would sit as flat as possible.

29 With the axle prepped, we installed the new Watts-link pivot bracket using the provided hardware.

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30 The actual pivot was slid in between the mounting surfaces and bolted in with the new hardware.

31 Using the bump stop mounts on the outside surfaces of the frame, we centered the axle and used some old U-bolts to temporarily hold it in place so that we could set up the 4-link suspension.

32 Speaking of the suspension, here are all of the actual suspension components that came as part of the rear frame kit.

33 After assembling the four identical link bars, we began installing them into the mounts already attached to the new frame.

34 Since we had the axle temporarily secured in place, we were able to hold the 4-link mount against the axle and position the first link bar.

35 We repeated the process with the lower link, keeping the link bars parallel by using the highest hole for each mount.

36 The position of the link mount on the axle was checked to make sure it was sitting in the correct location. After triple checking our measurements, we tack welded the mount in place and repeated the process on the other side.

37 A lot of measuring was necessary throughout the process, and it was very important to make sure everything was where it needed to be so the truck drives straight down the road and handles correctly. Since the Watts-link is an upgrade, the frame mounts do not come installed on the frame rails, which meant we needed to figure out where to place them. Using the axle-mounted pivot, we measured the distance between it and the cross member located directly behind the axle.

38 Using a level and a tape measure, we transferred the center of the Watts-link pivot to the driver's side frame rail.

39 With the centerline marked, we measured out half the width of the mount each way and marked the location of the Watts-link frame pivot.

40 The mount included with the kit was sized and notched perfectly so that it sat correctly against the side and bottom of the frame rail. Once we had the mount aligned, we tack-welded it in place.

41 Using the same method, we also located the passenger's side mount on the other frame rail. We tack-welded the mount in place temporarily because wanted to make sure everything cycled correctly before burning it in for good.

42 Next, we assembled the two Watts-link pivot bars with the provided heim joints and bolted them in place. Each bar has a left and a right heim, which makes adjusting the Watts-link super easy.

43 The last piece of the suspension puzzle was the air spring. These are the 5-inch Varishock Shockwave double adjustable air springs. Basically, it's an adjustable sleeve-style air diaphragm over a double adjustable shock that has 16 steps for compression and 16 steps for rebound adjustment. This allowed us to really dial in the suspension's ride quality.

44 After temporarily installing all of the suspension components and cycling the suspension travel, we tore the whole thing apart to finish-weld all of the mounts on the axle and frame rails.

45 Once the welds had cooled off, we reinstalled everything and hooked up some temporary air lines to lift and lower the truck.

46 Here are a few different angles of the new rear frame section from CAC. One thing we haven't mentioned yet is that this whole kit fits a short-bed or a long-bed truck, so it would also be a great way to transform a long-bed into a short-bed.

47 Of course, we weren't just going to do the rear frame. This truck and its rebuild will be the focus of upcoming tech articles. Make sure to check back as we continue to bring this truck to life.

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AS A YOUNG KID BORN AND RAISED IN IOWA, BEN HAGEN MOVED AROUND A LOT BEFORE EVENTUALLY LANDING IN MASON CITY. It was around the age of 13 when he fell in love with everything automotive. By 18, he was hired as a detailer at a body shop and soon became the head painter before leaving to start his own shop. Fast forward to 2018, he has personally painted more than 650 motorcycles with a base in car/truck work.

Ben originally bought this '52 Chevrolet 3100 from a friend's dad for only $800 after it had spent 10 years with its previous owner. "I bought a cab, doors, hood and fenders and a good title. From there I found a used 1949 short-box and an old, abused '93 S-10. I used the S-10's frame with hand-made body mounts. I also made the radiator support, cut down the inner fenders, made the firewall, bead rolled it, and then I assembled the whole thing from the ground up."

This old Chevy has Dakota Digital gauges, Vintage AC, power steering, power brakes and rides on Stern Beast 20-inch wheels with 245/40/20 Hankook tires. The engine is a 4.8 LS with a 4L60e transmission. "I also hand-made a nice exhaust exit." Speed Engineering headers and 40 series Flowmaster mufflers with 2.5-foot tubes were used for the exhaust. "I used GM Linen White matte clear-coated with gloss black accents. I did everything myself. Hope you like my pictures!"—*We love them, Ben. Thanks for sharing. ST*

Custom 1966

CALEB VOIROL'S '66 CHEVY C-10 CUSTOM CAB IS NOT JUST A PROJECT, IT HAPPENS TO BE HIS DAILY DRIVER.

The truck has mostly original paint and an uncut dash along with the original bed wood floor. Caleb personally built the 355-ci motor last fall starting with a bored, honed and decked 1970 four-bolt main steel crank motor. An added Edelbrock 1405 600-cfm carb and Edelbrock's Performer EPS intake work alongside the Lunati VooDoo 60102 camshaft and lifters. He used 11.5:1 flat-top aluminum pistons, Summit Racing 202-style iron heads, a Melling high-volume oil pump and a Moroso 7-quart oil pan. A custom-machined aluminum pulley spacer was needed to run the original 283 pulley setup on a 350 crank with a short water pump. The stock 1966 C-10 air cleaner sits on top with a Summit Racing flat base and a GM L79 327 filter element. Before bolting it in, the motor was painted with the original 327 green, and clear-coated bare steel 283 valve covers top it off.

The suspension has been lowered 2 inches in front and 4 inches in the rear using CPP springs and a pan-hard bar setup. Wheel Vintiques 15x8 smoothies are bolted in the rear with custom hubcap adapters, while stock 15x6 steel wheels ride up front with original 1967 C-10 hubcaps. "This truck is a reliable and fun daily driver."—*Thanks, Caleb. ST*

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Presented by Freaks of Nature, this fifth annual event is handing out $500 cash to the top three vehicles in attendance, and $100 each for Best Truck and Best Car. Best Overall Vehicle will take home $300. Lots of prizes and lots of fun. Onsite hotel is the Outback Roadhouse, with rooms reserved for the show at special rates. Check out the official Show Me Shakeup 5 Facebook page for more info.

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OCTOBER

OCTOBER 5-7
LAYIN' AT THE LAKE
GRAPELAND, TX

Presented by Blacktop Industries and hosted by Xtreme Lowz, the inaugural Layin' at the Lake will be held at Salmon Lake Park. Furnished cabins and more than 300 RV hookups available at the venue. Top 50 awards and more than 10 Best Of awards, along with plenty of food vendors and sponsor booths. For more info, contact Chad Moss at 832.720.3053 or e-mail Layinatthelake@gmail.com.

OCTOBER 5-7
SPARKS IN THE OZARKS
NOEL, MO

Presented by Definite Obsessions at the River Ranch Resort, this year's event will feature a parts swap meet on Saturday, as well as a costume contest, chug contest and legal drag session. Lots of classes and specialty awards. Get more info at Sparksintheozarks@gmail.com or visit the event's Facebook page.

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Mini Madness presents another round of Slamfest to be held at the Florida State Fairgrounds. There's never a dull moment at Florida's biggest truck and car show. It's always jam-packed with eye candy of all sorts. Tons of prizes, audio competitions and even a bikini contest for grandpa. Cross one more off your bucket list and get more info at Minimadness.com.

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Louisiana's fastest growing custom truck, car and motorcycle show is once again being held at the Louisiana Oil & Gas Park. Lots of awards and discounted gear and parts at any of the many vendor booths at the show. For more info, go to Lastresortshow.com.

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To be held at the Amador County Fair and Event Center. Go for the trick rides and stay for the treats. Burnout contests, costume contests, Beer Pong and lots more. There's plenty for the kids, as well: carnival games, kids' costume contests and trick or treat fun. If this sounds like your idea of a good time, check out the Scrape and Scare page on Facebook for details.

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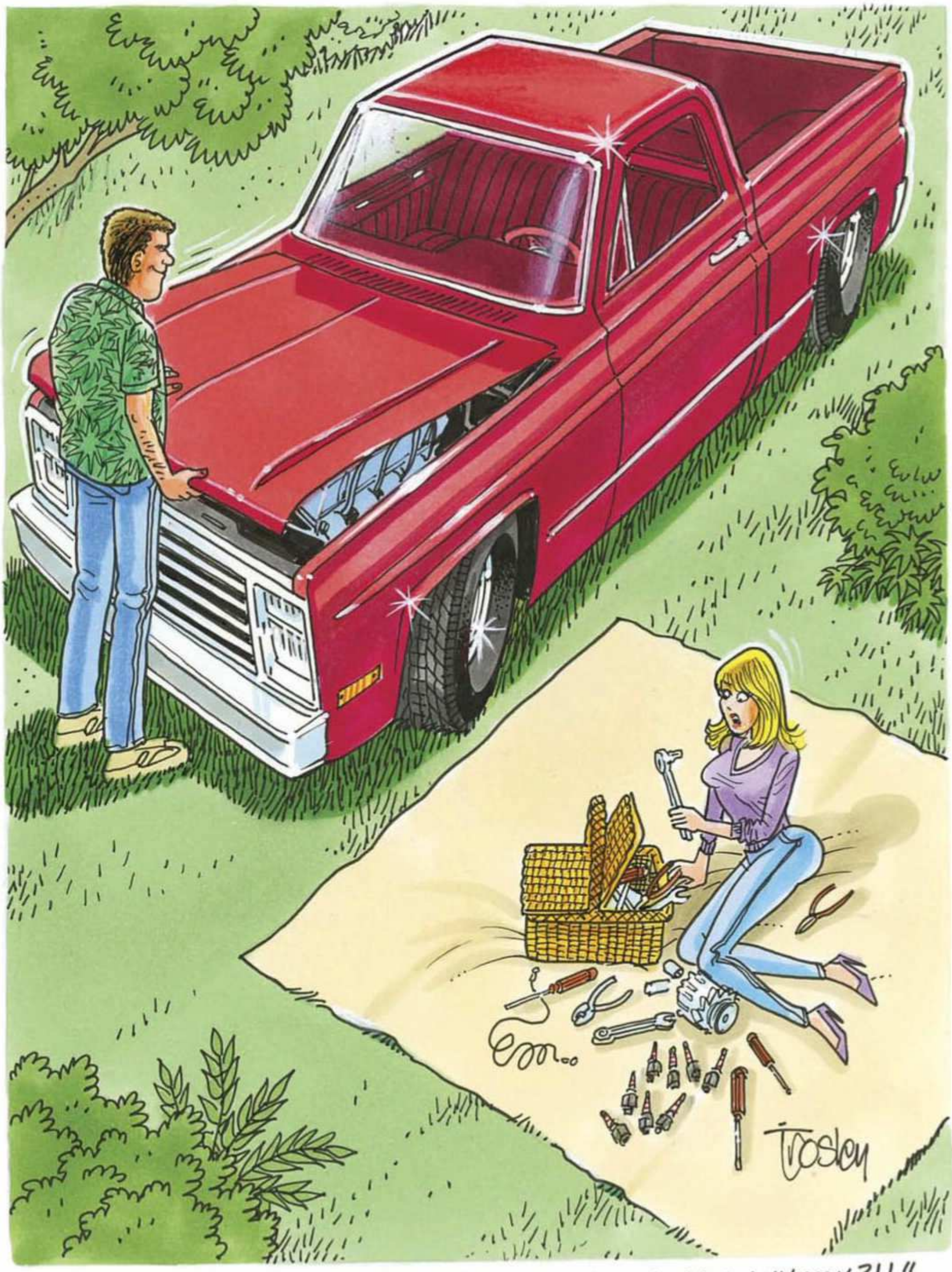

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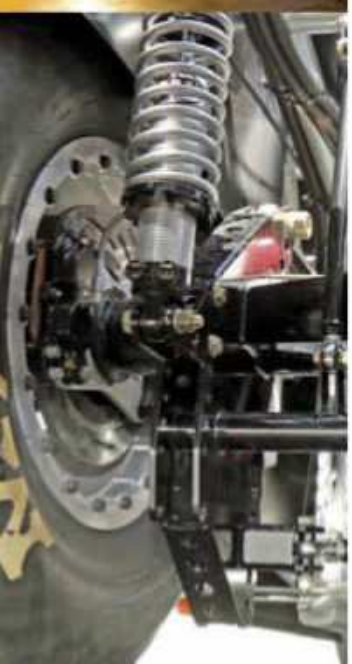

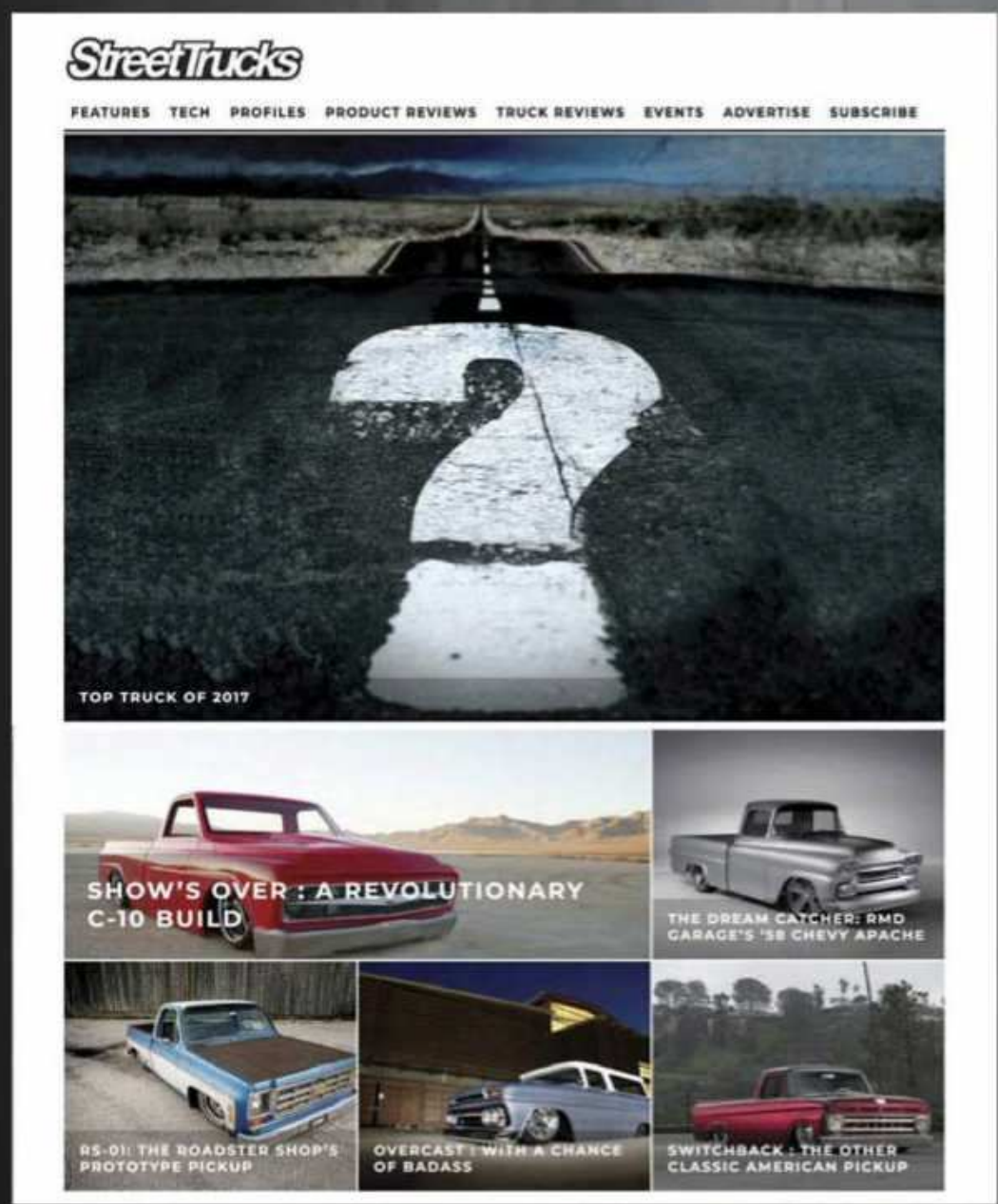

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VIAIR's 90 Series compressors offer a light duty solution for smaller air requirements. Great for motorcycles and helper air bags. Viair's 100 Series offers upgrades like leader hose, silver motor housing with chrome end plates, and omega brackets.

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120 PSI
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Viair 95c
120 PSI
#VC-00095

Viair 98c
130 PSI
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Viair 100c
130 PSI
#VC-10010

Viair 100c
130 PSI
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Viair 280c
150 PSI
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VIAIR SINGLE 150 & 200 PSI COMPRESSORS

FROM $185

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200 PSI
PEWTER
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CHROME
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Viair 380c
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Viair 400c
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Viair 444c
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CHROME
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Viair 480c
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AIR RIDE WIRING KIT
(FOR TWO COMPRESSORS)

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NEW 485c

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BLACK
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PEWTER
#VC-45012

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JEFF JACOBY CEO / PRODUCT DESIGNER

#VC-20003 FILL TO 120 PSI (12v)
VIAIR 1.5 GALLON AIR SOURCE KIT FAST

#VC-20005 TO 150 PSI (12v)
VIAIR 2 GALLON AIR SOURCE KIT HIGH FLOW

#VC-20007 FILL TO 200 PSI (12v)
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#VC-20008 TO 200 PSI (12v)
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ALL-IN-ONE

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VIAIR TIRE INFLATION KIT (DIGITAL)
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THESE ACCESSORIES FIT THE 380, 400, 444, 450, AND 480 VIAIR COMPRESSORS

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 # VC-95810
Viair Cooling Fan Vibration Isolator Kit

By adding additional cooling to a compressor the duty cycle can be increased up to 25%. Kits are offered in two different bracket sizes fitting a variety of compressors. The fan is IP68 rated and is available in 12-Volt and 24-Volt variants. Heavy Duty Vibration Isolators Kit included.

#VC-95810 - (12V) Medium Bracket*
#VC-95820 - (12V) Large Bracket**

Features:
- Mounting Bracket (Medium or Large)
- Fan (12-Volt)
- Vibration Isolators
- Mounting Hardware

* Fits VIAIR Compressor 280C through 420C.
** Fits VIAIR Compressor 444 Series and larger.
***Compressors Not Included.

Leader Hose 1/4" & 3/8"

Viair Pressure Guage

Pressure Switches

BOLT-ON

#COMBRA-BO
Viair / Compressor Mounting Plate

WELD-ON

#COMBRA-WO
Viair Compressor Mounting Plate

REBUILD COMPONENTS & SERVICE AVAILABLE

ONBOARD AIR SYSTEM PACKAGES

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ULTRA LIGHT DUTY

#VC-10002 120 PSI
QUARTER DUTY

#VC-10003 150 PSI
MEDIUM DUTY

#VC-10005 150 PSI
HEAVY DUTY

#VC-10007 150 PSI
CONSTANT DUTY

#VC-10008 150 PSI
SUPER DUTY

#VC-10005

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VIAIR Corporation is recognized by its customers and peers alike as the leading manufacturer and distributor of high performance DC air compressors for all mobile pneumatic applications. Their goal is to consistently deliver performance, reliability and value to our customers; providing the ultimate Vital Air Source - the heart of any mobile pneumatic system to our valued partners worldwide. You deserve the best value and warranties for your hard earned dollar. That is why AVS does not sell clones/copycats or distributes to companies that do!

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$60 AND UP

Each remote includes 12 buttons

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RED KITS: 7.5" KIT $155, 11" KIT $180, 15.5" KIT $210

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WE BUILD CUSTOM LEDS UP TO 67" LONG

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Regular L32" X W9.25" X H15"

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5-PC TUBS/NOTCH COVER SMALL OR LARGE TUBS

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BEWARE OF FAKES AND KNOCK OFFS! ONLY ACCEPT GENUINE ARC SERIES CONTROLLERS

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AVS HIGH PERFORMANCE BRASS AIR VALVE

GENUINE AVS PRODUCTS

AVS HIGH PERFORMANCE BRASS AIR VALVE

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BRACKET INCLUDED

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PRESSURE ONLY

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