

BRAKE TECH 101: What You Need To Know

TRUCK BUILDER

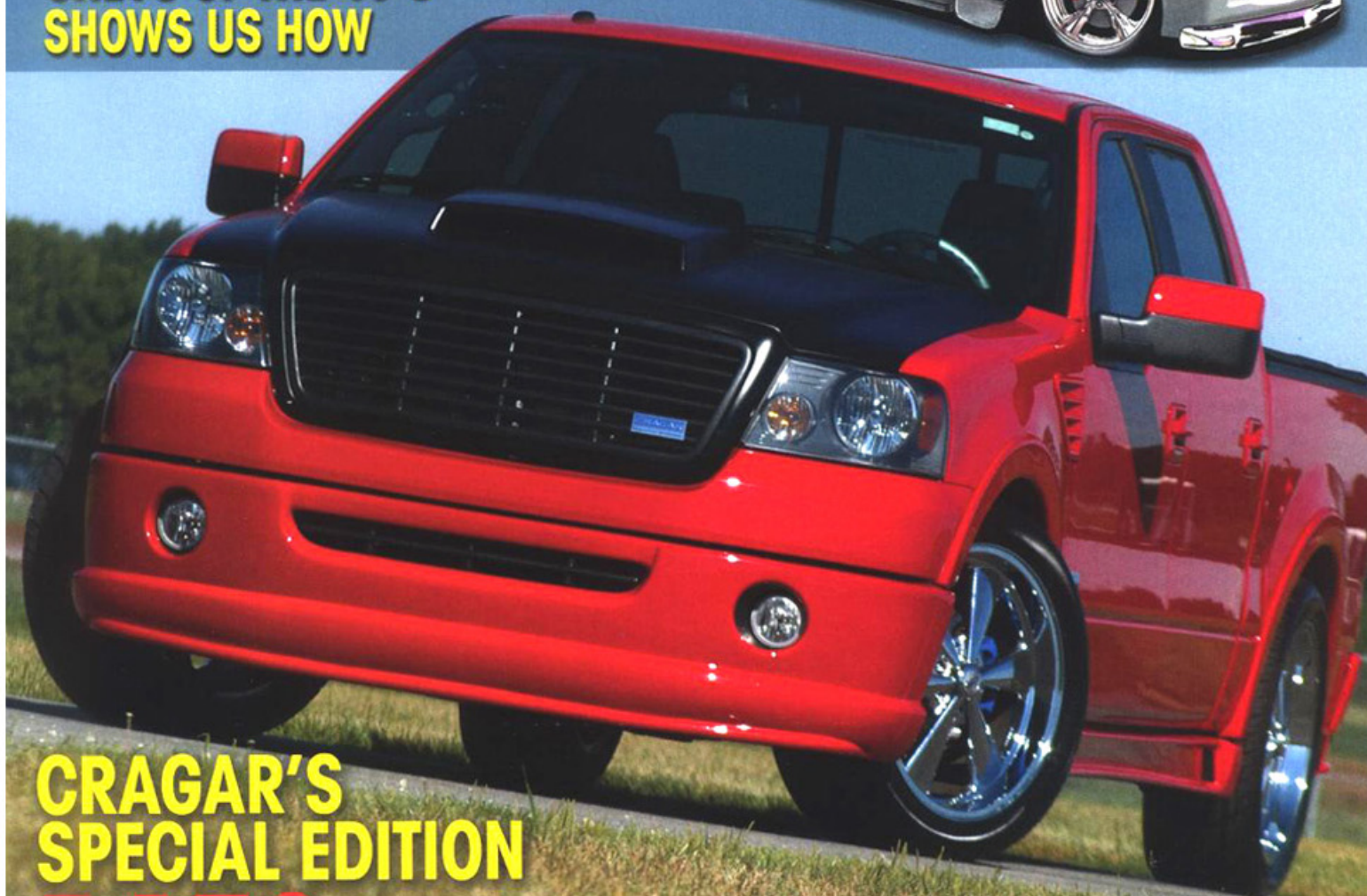
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PROJECT '47:



PART ONE

Chevs of the 40's Builds an Impressive '47 Chevy Show Truck and We Show You How From Start to Finish

Story by Josh Kaylor
Photography by Dan Burrill

Here at this magazine, one of our major focuses is on the proper construction of trucks of all kinds, not just the glitz and glamour of high-end show trucks. We strive to provide comprehensive guides that are dedicated to the true builder who spends countless nights at home working on their own truck projects in the garage. We love teaching and presenting you with all of the necessary steps used by both the pros and at-home guys, as they are building their respective projects, be it a vintage truck build or a more extensive modern sport truck.

When Chevs of The 40's came to us and

asked if we would be interested in covering the buildup of its new Project '47 pickup, we told them that they couldn't supply us with enough tech covering the truck. Not only are trucks hot, but even those truck enthusiasts who won't be building a frame-up pickup enjoy learning what it takes and all of the new techniques that are used to complete such an endeavor. There's no denying Chevs of the '40s and Street Rod Headquarters are both premier mail order parts companies, and because they are distributors for a number of high-line parts lines as well as everything truck, we know that they are a one-stop shop when it pertains to the '47-'55 First Series Advanced Design trucks.

But even with all of this experience, it takes personal involvement to ensure that any company carries the thousands of different components and parts necessary for such a popular truck build. These parts range from restoration sheetmetal to more modern late-model suspension components. Because there are so many solutions for any build, it's only natural that Chevs of the 40's involved itself in a buildup of

its own. After we discussed the details of this build with owner Rob Logsdon, we quickly learned that this was not to be some warmed over beater buildup or partially done shop truck, but rather a frame-off buildup designed to be used as an example for a thorough buildup of one of these very popular trucks.

Logsdon explained that the starter project was a very solid '47 Chevy pickup pulled out of a local field for the low asking price of \$100. Right off it sounded like a typical find, one that any one of us might come across and decide to build. Logsdon and crew loaded up the weathered '47, and delivered it to Time Machines Northwest, where the extensive chassis and body modifications would be performed. Under the supervision of Logsdon, the plan is to build this truck using only the best in performance hardware and build the pickup to not only drive well, but it will feature all of the creature comforts commonly seen in today's vehicles.

The overall plan for the truck includes a Corvette C4 independent front and rear sus-

pension, which was also purchased locally for a very affordable \$2,500. For this installation, they will be using a Flat Out Engineering kit, which Chevs of the 40's sells. In fact, it has partnered up with many of its suppliers so that it can get the full experience of incorporating what it sells right off the shelves.

The chassis is to be fully adjustable, thanks to the inclusion of Air Ride ShockWaves. A General Motors Performance Parts crate motor dressed out in hot-looking hardware will power the '47 and will include a Billet Specialties Tru Trac accessory drive, along with a Barry Grant SixShooter carb package. The Barry Grant unit will not only provide plenty of power, but will provide stylish good looks. Hidden under the bed will be a screw drive lift assembly that will activate a tilt-bed to reveal all of the details of the custom chassis. The entire chassis will be smoothed and powdercoated and will be updated and detailed to provide a startling contrast to the sheetmetal of the Chevy pickup.

As the rendering shows, the truck will feature a two-tone paint treatment comprised of a custom mixed purple and silver. Plans for the exterior include smoothed handles, emblems and trim, and most of the original sheetmetal

will be retained and reworked as necessary. There's also a rumor of massive Billet Specialties 20- and 22-inch Rat Tail wheels to fill the fenders. On the inside, updated analog gauges from Classic Instruments will highlight the retained dash, and a full leather interior with tilt column, billet steering wheel and lots of amenities to bring the old Chevy up to the standards of today.

The build is well underway and is expected to be completed this summer. Along the way, we will cover the step-by-step build, which promises to be one of the best-looking Advanced Design Chevy trucks around. It should all be quite educational, as we watch as this \$100 beater is transformed into a highly detailed custom pickup. Here, we bring you installment number one—the installation of the Corvette front and rear suspension as well as much of the chassis prep. Stay tuned as we follow this buildup through to its final completion. Next month, we'll bring you the drive-train buildup, including the GM crate engine and all of its accessories. **TB**

Sources

Chevs of the 40's

Dept. TB
1605 NE 112th St.
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Street Rod Headquarters

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Time Machines Northwest

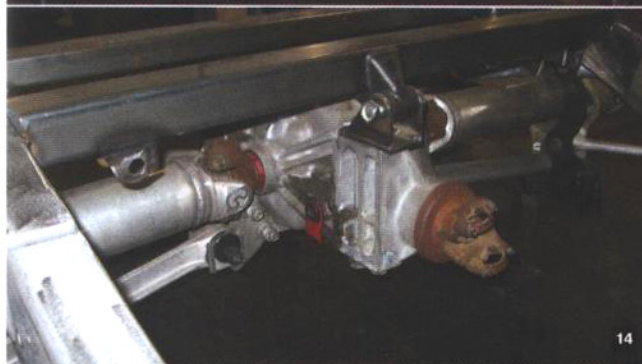
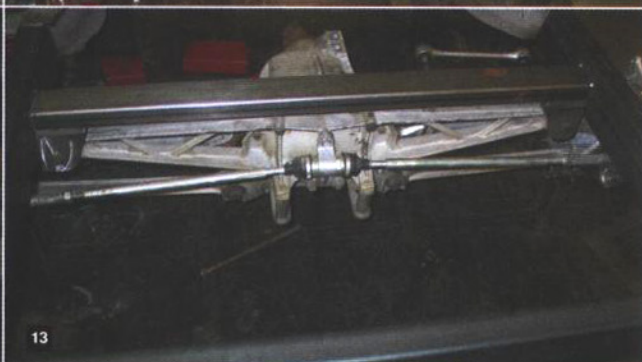
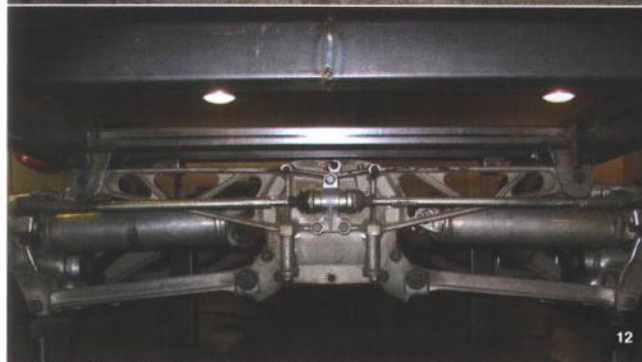
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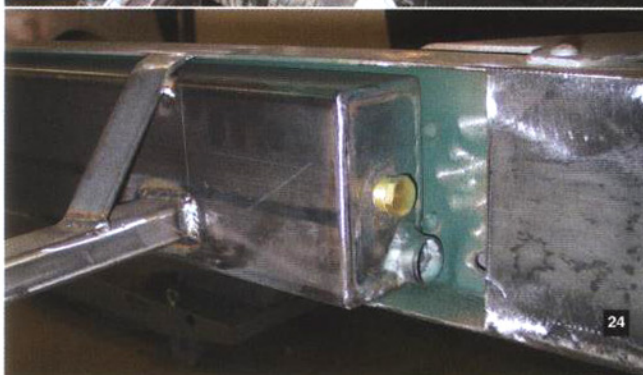
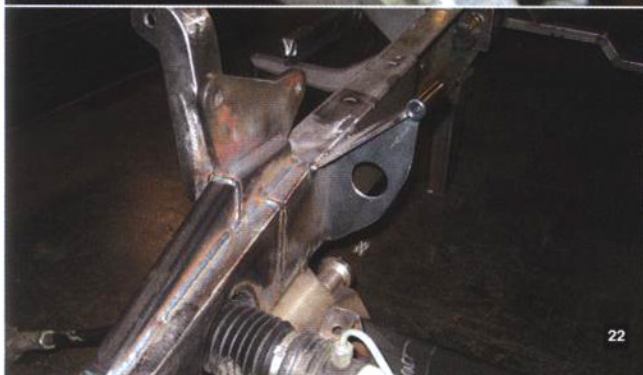
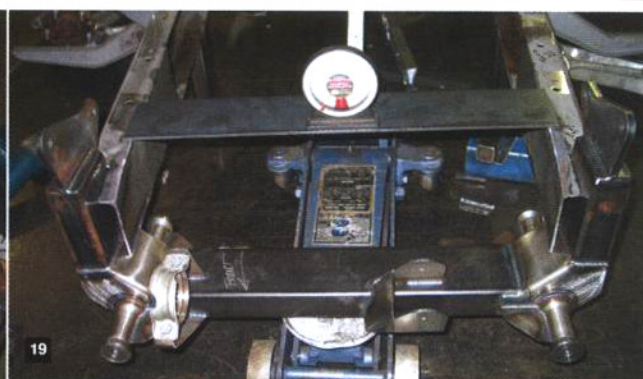
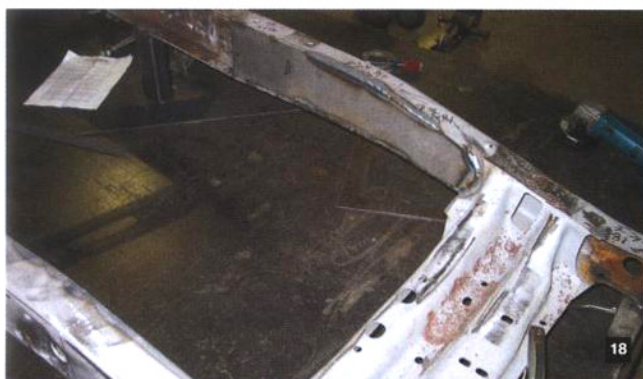
1 As with any project, the disassembly and inspection of the new project truck was the first order of business for the Chevs of the 40's crew. The truck was in very solid condition with little rust. A great find, by the way.



2 The rear frame of the truck was in solid condition with the exception of the usual light surface rust. The rear suspension will be removed and discarded in favor of a tricked out Corvette IRS system that will provide sports car-like ride and handling. **3** With the front suspension and sheetmetal removed, the front of the firewall looked to be very solid. The front suspension will also be removed, and the assembly replaced with the C4 Corvette IFS. **4** After removing the front sheetmetal, cab and doors, all of the remaining frame bracketry was also removed. This was before the frame was delivered to Len Darnell at Time Machines Northwest to be blasted. **5** Once Darnell completed the chassis blasting, the assembly was placed on a frame jig, where it could be more easily and thoroughly inspected for cracks and/or metal fatigue. Upon inspection, the frame turned out to be in outstanding condition. **6** In order to install the Corvette front suspension components, a Flat Out Engineering front crossmember will be installed. This will allow the Corvette upper and lower control arms to be easily mounted in the early Chevy truck. **7** The complete front and rear Corvette suspension is from a wrecked car. The original shocks and springs will be replaced with aftermarket units, but the Corvette control arms, spindles and necessary hardware will be retained. **8** Before the front and rear suspension is installed, cardboard templates position the ideal axle centerline to properly locate the new larger diameter wheels. These measurements are recorded so the position can be later duplicated. **9** Sandblasting the frame before installation gives the crew a clean platform on which to weld and work on. The Flat Out Engineering kit is laid out beneath the frame prior to installation.



10 The Corvette rear will be installed as-is. Once the chassis fabrication is complete, the rear suspension will be disassembled, polished, chromed and reinstalled. **11** Because the truck will feature a tilt bed to display the chassis, the last four feet of the curved frame were cut and replaced with new straight, flat rails. **12** In order to properly locate the rear suspension and hold it in position during the installation, a small jig was built to support it during the installation of the mounting brackets. **13** To locate the rearend upper mounting brackets, a section of square tubing is welded above the rear axle. The frame was boxed to accommodate the new crossmember and add rigidity to the assembly. **14** In order to mount the carrier, a center support bracket is located on the center of the Flat Out Engineering crossmember. The carrier simply bolts to the new crossmember bracket. **15** Using the original Chevrolet frame holes for locators, the forward trailing arm brackets are welded into place. The arms are then installed into the Flat Out brackets. **16** The completed installation should look something like this. The rearend assembly will remain in the truck throughout the mock-up process. **17** The Corvette C4 front suspension will donate its upper and lower control arms, spindles, brakes and steering. The front crossmember will be replaced using the new Flat Out unit.



18 Before installing the new front crossmember, the framersails will be fully boxed and trimmed. **19** The front framersails are cut and removed from the truck to allow the Corvette front crossmember to be installed. The outer frame rail must be trimmed for the crossmember to sit inside the frame. **20** After the new crossmember is positioned in place, the front frame section is trimmed to fit, and the frame is butted against the front of the new crossmember. **21** With all of the necessary measurements done and trimming complete, the two frame sections are rejoined. The frame is C-notched to accommodate the steering rack. **22** The steering rack is bolted into place and clears the front assembly perfectly. It is vital that the steering not interfere with the framersails. The engine mounts are then welded into position. **23** After completing the welding on the crossmember and frame joint, the factory Corvette components are bolted into the '47 framersails. Rather than use original shocks, Air Ride ShockWaves were chosen for the adjustable ride height. **24** Appearing as just another boxed section of the pickup frame, very trick. **25** The transmission crossmember was then fabricated using square tubing and was welded into place.



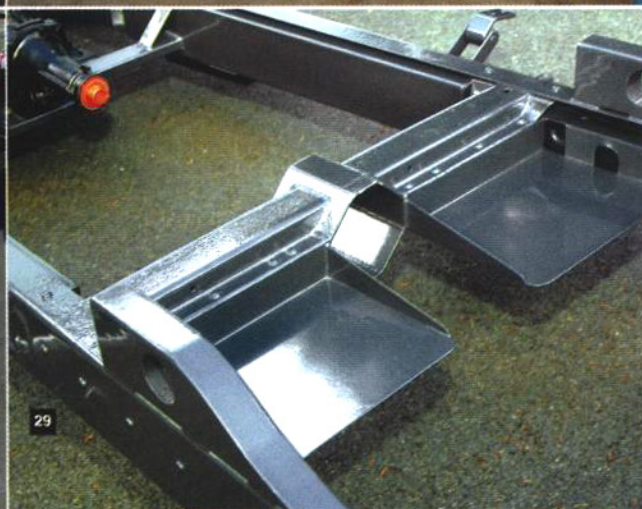
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26 Just in case the new power is too much, a safety driveshaft loop was welded within the framerails. It also acts as an additional crossmember, adding more overall stiffness to the framerails. **27** After completing all of the remaining welding, grinding and fabrication, the frame was sent off to be powdercoated. A subtle gray color was chosen. The Corvette IFS components were polished, chromed and reinstalled onto the pickup frame. **28** Out back are the recently polished half shafts, trailing arms and various components, all installed for the final time. New Baer disc brakes make a true performance statement, in both real-world performance and looks. **29** These special pans, located behind the driveshaft loop will house the air compressors and valves for the air suspension. **30** The finished result is outstanding. The new small-block Chevy engine and trans are in place, as are the Billet Specialties 20- and 22-inch Rat Tail wheels. Next issue, we will cover the buildup of this potent drivetrain from concept to reality.