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ISSUE 41

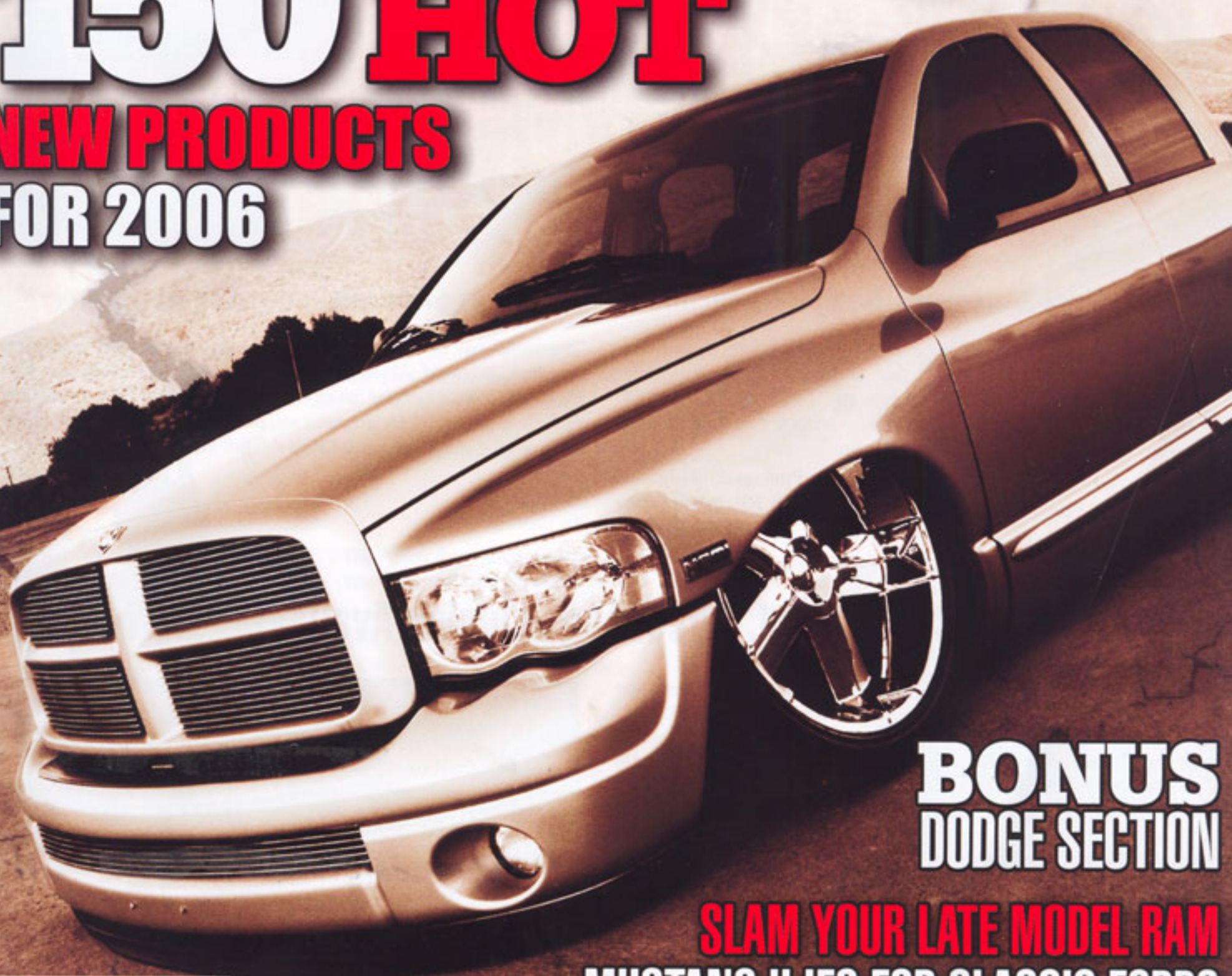


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**THE ULTIMATE TRUCK ENTHUSIAST MAGAZINE**



# DEMOLITION MAN

TEXT AND PHOTOS BY COURTNEY HALOWELL

## Frame Draggin', Hemi-Powered, Quad Cab, Work Truck

**T**here aren't many people who would put the words Hemi, air bagged and work truck in the same sentence. In fact, the only person who comes to mind is a long-time truck enthusiast by the name of Brian Moore from Ontario, California. Brian has owned several other air-ride equipped vehicles over the years, but this is the first time he has ever mixed business and pleasure in a matter of speaking. His other

custom trucks and SUVs have all been strictly for pleasure, but a trip to Lake Havasu, Arizona, to play on the Colorado River changed all of that.

All weekend Brian saw all of these bitchin' lowered trucks pulling up to the boat launch ramp and backing trailers down to the water. At some point he thought to himself that if all of these other people are hauling pretty stout loads with their

lowered trucks that there is no reason that he couldn't do the same. And as a bonus, he could also use the truck in his construction and demolition business. So after he got home from the river, he went shopping for a new truck and a shop that could cut up his new truck and something that would look like a show truck and work like a rented mule.

After a series of test-drives with nervous salesmen, Moore decided that the Hemi-powered Dodge Ram Quad Cab was the perfect fit for both his personal life and his business. Plenty of room inside for he and his family, plenty of power to haul his boat and any type of construction supplies, and it would look sharp lying on the ground.

Before he even had a chance to wash his truck for the first time, Brian had already been to his local wheel and tire shop and picked up a set of 24-inch Driv wheels wrapped in 305/35R24

BFGoodrich G-Force tires. Then it was off to Devious Customs in Ontario, California, to let them work their brand of magic on the truck's chassis. Up front, they started by Z-ing the frame rails 3 inches. Basically, they cut the frame at the firewall and the core support and raised the entire front suspension 3 inches. That also means that they had to lower the engine mounts, add a U-joint to the steering shaft and relocate everything else that was in the way. They also replaced the upper and lower ball joints with spherical bearings and remounted the spindles to the top of the lower control arms for even more drop. That meant that they also

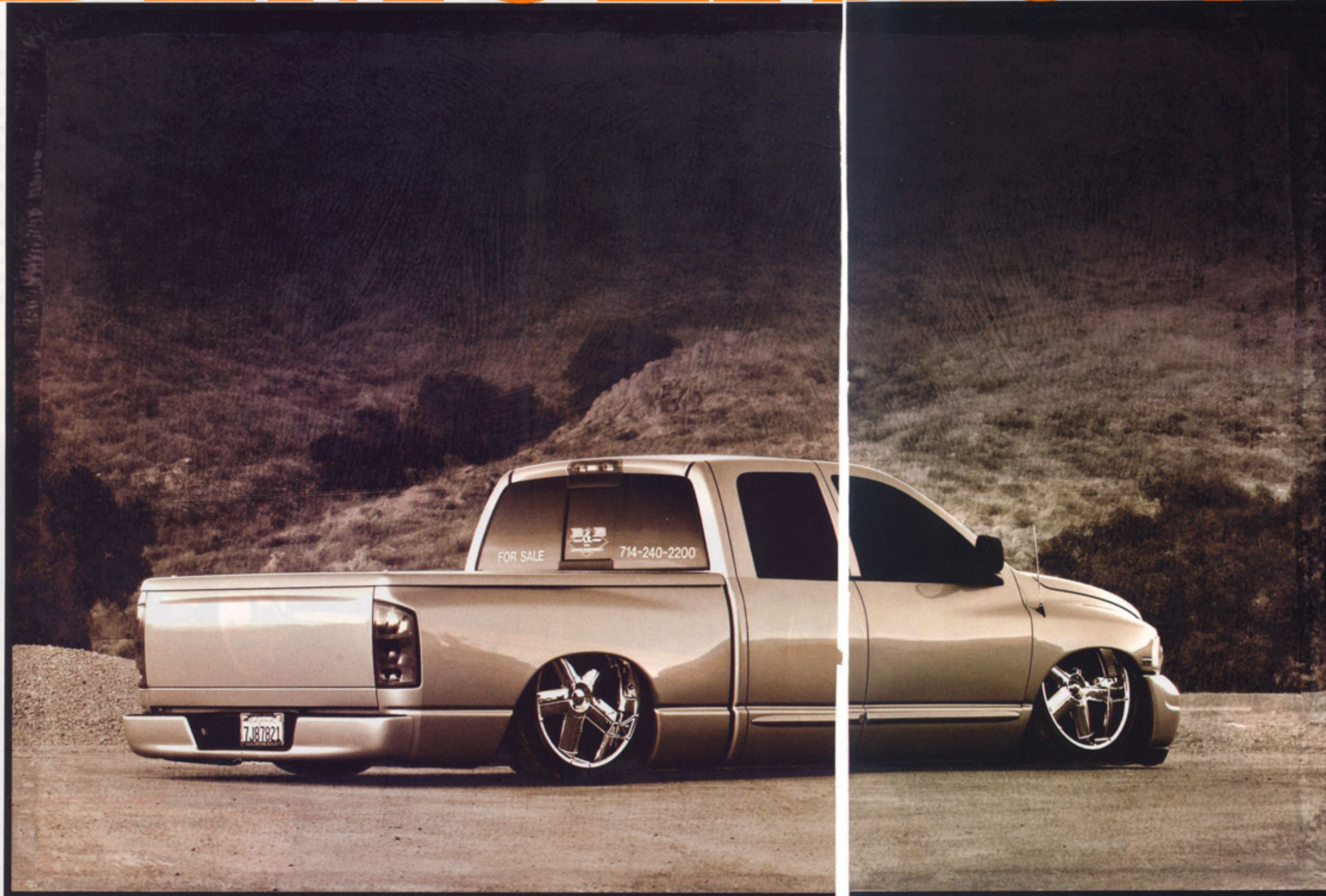
Member Profile

**BRIAN MOORE**

2004 DODGE RAM  
ONTARIO, CA



# DEMOLITION MAN



had to flip the tie rod ends over and raise the mounts where the upper control arms attach to the frame by 3 inches to eliminate bumpsteer. The Devious crew finished off the front suspension with the addition of a set of Firestone air springs and a pair of Bilstein gas-charged shock absorbers.

Out back, the Devious Customs crew installed a step-notch that can be best described as huge. But it had to be to get the truck to lie out on the big 24-inch wheels. They also custom built an aluminum fuel tank that fits between the frame-rails, behind the rear axle and utilizes the stock fuel pump and sending unit. Relocating the fuel tank made enough room in front of the rear axle for the custom link-style rear suspension. The pair of lower bars also feature air-bag mounts that give the rear suspension a 2:1 lift ratio and instead of a traditional set of upper bars, the guys at Devious built a custom wishbone upper link with a pair of bushings at the front and a single 1-inch spherical bearing at the rear. And while they still had the bed off, they found room on the frame to mount a pair of Vair 380 compressors and two 5-gallon air storage tanks. They then plumbed the air system with 3/4-inch line and installed a pair of 1/2-inch Parker valves to control each corner individually.

Once the bed was back on, a set of custom wheel tubs were welded into place to replace the long-gone factory tubs and keep dirt and debris from finding its way into the inside of the bed. The bed was then capped with a fiberglass bed-cover from Gaylords. About the only other additions to the exterior of Brian's truck are the billet grille and bumper inserts from Precision Grilles.

Because he knew that he was going to be hauling all kinds of additional weight with his truck—whether in the form of building materials or his boat—Brian decided that the truck could use a little extra power. So he turned to a trio of tried and true high-performance upgrades for his truck. It starts on the intake side with the addition of a K&N FIPK high-flow intake and filter kit. Then on the exhaust side a set of Gibson's stainless steel headers and cat-back exhaust system were bolted up. And the final piece of the puzzle is the Hypertech Power Programmer to unlock some of the hidden power in the way that the computer is tuned.





**Up front, a grille insert and bumper insert from Precision Grilles has been added to dress up the nose of Brian's Hemi Ram.**

By the time all of the modifications were finished, Moore's brand new Dodge Ram had been out of commission for about a month. But when he got it back it was a completely different truck—in a matter of speaking. Sure it was still a brand new Hemi-powered hauler, but now it was laid out tucking a giant set of 24-inch wheels and turning heads everywhere it goes. And as far as the work truck part of Brian's plan...there have been many sightings of this particular truck rolling down the freeway with a bed full of tools and supplies or with a sizable boat in tow. Funny thing about Brian and his truck is that you're 100-times more likely to spot this truck on a construction site or at the river than you are to see it at a show or a cruise night. Guess it just goes to show that work trucks can be really cool, too. **TEN**

**Brian's hot rod work truck rolls on a set of chrome-plated 24-inch Driv wheels that are wrapped in 305/35R24 BFGoodrich G-Force tires.**







Brian spent the extra cash for the factory leather and suede upholstery because he wanted the interior to be nice, but he didn't change much because this is a work truck, after all.

And exactly how nice does a work truck have to be?

