

StreetTrucks™

THE ALL ENCOMPASSING MONTHLY TRUCK PUBLICATION

TRUCKS GONE *Wild!*
 TAKING CUSTOMIZING TO THE EXTREME



EVENTS

- FORBIDDEN FANTASY SHOW
- CHEVY/GMC TRUCK NATS

www.streettrucks.com

JUNE 2003 • VOLUME 5, NO. 6
 \$4.99 • \$5.99 in Canada



08806
 CMG

POWER PLAY

- SUPERCHARGING THE F-150
- STREET CARB TRICKS
- RANCHO AVALANCHE LIFT
- EKSTENSIVE S-10 FRAME CLIP



TERRAINOSAURUS

WHEN YOU CAN GO ANYWHERE, YOU MIGHT
AS WELL LOOK GOOD DOING IT!



TEXT AND PHOTOS BY BRIAN McCORMICK

About six months ago we gave you a sampling of what it takes to build a magazine quality lifted show truck while previewing how to turn a two-wheel drive F350 into a lifted giant. The now famous Craig Elder and the crew at Ranch Muffler started out by taking a stock two-by super duty and retrofitting it with an aftermarket four-by lift kit, ultimately turning the two-by into a big four-by. But as we have come to expect, a simple lift isn't something you will see attached to any vehicle that has Wendy or Craig Elder's name on it. The story ended up being a dual aspect piece that revealed some of the simple tricks that Craig employs to make his creations stand out in a crowd. At the completion of the article you had become educated on just how easy it really was to transform a meek two-by super duty into a beast of a four-by with all the trick chassis details to instantly make the truck a big ballin' looker.



I remember Craig saying when he bought the super duty that he was just going to lift it and make it look sweet for Wendy to drive. A little lift and a few tricks to make it a cool custom roller, definitely tamer than everything else he has built. Yeah, right. I guess it's like when a person is used to driving 80 mph on the freeway, driving 55 just doesn't cut it anymore.

While so many of Craig and Wendy's past creations have leaned on one-of-a-kind innovations, this giant red beast is a nice example of how off the shelf parts can be incorporated to create a crowd pleasing lifted truck. For starters, most of you may have seen the previously mentioned suspension modifications that turned the two-wheel drive F350 into a functional lifted four-by. Since the lift kits for two-bys won't

get the truck up high enough to roll on 40s, Craig and the crew at Ranch Muffler opted to install one of Donahoe Racing's The Edge four-wheel drive lift kits. The process was actually quite simple considering most of the holes were already in the frame from the factory. This allowed for DR's longer hangers and shackles to be installed in the front with 10-inch lift leaf springs.

But replacing the two-by stuff with a traditional leaf spring design was only the beginning. An axle was needed for which Craig turned to Professional Autoworks to assemble with 5:13 gears, Warn locking hubs and an Auburn limited slip diff like the rear. Then to make steering much easier, an Off Road Unlimited cross over steering kit equipped with a Lee Manufacturing hydraulic assist system was installed. This definitely makes turning the big tires much easier, especially at slow speeds. Then to

make the truck officially a functioning four-wheel drive, Elder and Ranch Muffler installed a divorced NP 205 transfer case with 14:10 U-joints.

Taking the suspension further into the world of wickedness, Donahoe Racing front and rear traction bars and shock hoops were chrome-plated by Foss Plating then easily installed. Speaking of chrome-plating, it is amazing what attention to detail will do for a truck. Craig has become quite articulate in the area of chassis detailing. As you can clearly see, the entire undercarriage has been decorated in some form or fashion. The frame was sanded down and painted silver to match the finish on the eight King 2.5-inch bypass shocks, while all of the suspension components have either been treated to Olympic red powder-coating or Foss chrome-plating. Every nut and bolt is just as shiny, which alludes to the fact one can have a seriously intense



All of the chassis has been either chrome-plated or powdercoated red, including the DR The Edge suspension system and tricked out axle housings. Check out the shock mounts fabricated to house four of the eight King bypass tube shocks.



What began as a two-by front suspension has evolved into a larger-than life four-by setup consisting of a Donahoe Racing 10-inch leaf spring lift kit, strengthened hangers and a built axle featuring ORU crossover and hydraulic steering.

show chassis that actually works when called to the trenches.

While the chassis is far beyond a true spectacle of appreciation, the real attraction always seems to lean in favor of Craig's choice for wheels and tires. After starting the big wheel trend on lifted trucks, Elder once again went big in the form of 24 x 10-inch Oasis Titan wheels, a fitting name to go with the Titan 48 x 16 x 24 tires provided by industrial tire supplier Denman Tire. But this was no easy task. To mate the big Oasis wheels with the eight-lug hubs, MC Motorsports had to fabricate 3-inch wheel spacers which adapts the six-lug pattern to the eight-lug hubs, and also corrects for the track width offset.

The factory 7.3-liter Ford Power Stroke diesel engine is plenty strong enough to take this truck anywhere, but there's always room for upgrades. A Gale Banks Power Pack was added to the engine program system to boost





Off-road performance King shocks, two per side, provide the right ride and handling for any conditions, not to mention looking trick in the painted wheel wells dressed to match the painted frame and chrome shock hoops.



Two-tone tan leather upholstery has been stitched with red flames, which can be found on the seats and door panels.

power even more, followed by the fabrication of a custom Gibson exhaust system which gives the truck a mean sound when the throttle is hammered.


Like the chassis, the super duty body has been treated to extra doses of factory Ford red paint courtesy of New Image Autobody. The door handles, mirrors, SnugLid tonneau cover, and APC grille surround fit with a trick flamed DJ Motorsports grille have all been blended into the large red beast by matching the overall color. You also notice the matching flamed front bumper insert that DJ Motorsports made to fit between the custom recessed light locations on either side of the front bumper. Speaking of lights, all of the lighting fixtures on the truck are APC products.

Into the large cab we find that flame stitched two-tone tan leather upholstery has been sewn over the factory seats and door panels thanks to the folks at Custom Factory. You also find the



flame element has been introduced to the dash in the form of a Nu Image flamed gauge panel insert with matching flamed doorsill inserts. The only time you can see the cool sill plates is when the doors are open, which also means you will have to leap up onto the chrome-plated and extended Kodiak drop down steps to get high enough to take a peek.

Of course, a truck as trick as this wouldn't be complete without a bumpin' system. Craig and Wendy relied upon the guys at Audio 2000 in Tucson to create the elaborate sound system. While the interior does sport a wide range of mids and highs, most of the attention seems to venture back to the bed, where a giant sub cabinet has been crafted to house a pair of 18-inch subs, which can be seen through a flamed Plexiglas window in the rear of the leather covered cabinet. Then on the visual tip, a set of Karvision 7-inch monitors have been fit into the windshield visors, allowing for the concealed viewing of whatever DVD movie suits the situation.

Truthfully I am one who would have thought we had already seen the boundaries of how crazy a lifted street truck could possibly get, especially since the Elders have built just about all of them. But it is safe to say after seeing Wendy's new ride, a truck can still be more exotic than anything on the road while focusing on how to use bolt-on parts in a functionally creative way. Of course there's something to be said for seeing a hot chick rolling around in a truck that stops traffic and quells the tide of testosterone. 



Wanna go big? Then you will have to do what Elder did and get a set of 24 x 10-inch Oasis Titan wheels, have a set of 3-inch thick wheel spacers made, then wrap the wheels with giant 48-inch tall Titan industrial tires.





The aggressive look of the front end comes from the installation of a cool flamed DJ Motorsports grille insert with matching lower bumper insert straddling custom APC light locations.



To improve the function of the truck both on- and off-road, a set of DR's beefy traction bars have been installed both front and rear. You might also notice that where the bars mount at the frame, this location of the frame has been extended, which provides a more lateral position for the bars.



WENDY ELDER
FALLBROOK, CA
2000 FORD F350 4 X 4