

R07-1
JUN

Tranny: Stock 1955 Oldsmobile Hydramatic 4 speed. This tranny is very clean inside and I did add all new gaskets and seals. This tranny works well but you have to drive it a mile or so before it will shift into 3rd and 4th, after she's warmed up you're good to go. It has actually gotten better the more I have driven it!

Driveshafts: Front and rear driveshafts have been professionally shortened and balanced. Front driveshaft is open but does have safety hoops on it, could be covered easily.

Brownie Box: We figure this is a 50's model, it has 3 speeds: direct, over and underdrive. We figured it out to be about 25% overdrive and 50% underdrive. It is all straight cut gears and does howl in over and underdrive, gives a menacing whine that is cool, but requires earplugs in overdrive going down the highway. I am told this is normal and is amplified by being mounted right behind the cab. We put all new bearings in this box, so it should be good to go. It does leak gear oil where the main and countershaft protrude from the case, just the nature of the Beast.

Rear Axle/Suspension: Rear axle is a 2 speed Eaton out of a 1952 Ford 2 ton truck. It was in excellent shape inside; we put new axle seals in. High range gear ratio is 6.33 and low range gear ratio is 8.81! So you can crawl along if you like. It does have a couple leaks on the pumpkin, but hey, it's a truck! Parallel leafs on back, rides pretty decent.

Front Axle: Front axle is a 1937 Ford 1 ½ ton truck with transverse leaf set up. It actually rides pretty nice (after removing half the leaf springs) and we added knee action shocks. It could stand to have the spring and shackle

bushings replaced along with the kingpins as they do show some wear although it doesn't affect drivability.

Steering: It has a 1952 Ford truck steering box, new Borgeson u-joints, 50's truck column with 56 Ford big truck wheel. It steers very easy even when stopped.

Brakes: I wanted the brakes to be safe and reliable; we went with a new 75 Ford 1 ton dual master cylinder and booster. All new steel brake lines with Wilwood residual valves Wilwood rear proportioning valve. All new rubber lines, front brakes are 1952 Ford 2 ton hydraulic, adapted to fit the 1937 spindles as they were mechanical, everything was gone through. Rear brakes are stock 1952 Ford hydraulic as well, all gone through, massive 14" drums all around are way more brake than this truck will ever need. Needless to say it stops pretty good for a 4,000 pound Beast! There is no e-brake as the big truck rear axles had no provisions for this; they usually had the e-brake on the transmission. A guy could put a disc brake set up on the rear driveline easily enough. I just never got around to it, a wheel chock works fine also!

Cooling System: The cooling system is unique in that it is rear mounted. I wanted it to be all motor out front. It has a custom made water neck that feeds water through aluminized exhaust tubing to the radiator in the back of the truck. It has 2 electric fans that keep the air moving through. This system works well and will sit and idle all day long without getting hot!

Electical/Guages: The truck has a one wire "powermaster" alternator that is mounted to the frame; a belt tensioner/idler makes it work correctly. All wiring is new and the truck has

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turn signals, lights, brake lights and gauges are mechanical except for the voltmeter. Stock gauges are just for looks! Speedo is there, but nothing is hooked up. At least you can say you've got one if you get pulled over!

Frame: The frame is a 1937 Ford 1 1/2 ton out front and a 1952 Ford 2 ton out back. It is Z'd in the front and even more in the back. Everything is fish plated and gusseted and very heavy duty. It has a 140" wheel base!!!

Body: Well, the cab is 1941 Ford ex-military, still has the plaques and whatnot on the dash. Custom artwork on the doors by my wife, Kristina (that's her in the pictures), she also pinstriped the diff cover and frame. The cab is very solid, just a little rust in the one door. 1937 Ford truck grille, 1948 Ford truck box, vintage cab lights and signal arm (Thanks Perry) and model T coil on the firewall (Thanks Del) and genuine Peterbilt headlights from our friend Chris.

Interior: Air conditioned floor, 1959 Anglia seats and custom hand grenade shift knob.

Tires/wheels: Tires are all brand new bias ply with tubes and liners. 9.00 20's on the rear and 6.50 20's on the front, talk about bigs and littles! Wheels are 20" "Budd" steelies and duals could be put on the rear if you want to buy 2 more tires, I have extra wheels!

Ok, here we go! Today we offer up something a little different, a wild creation from Kain Kustom Garage that we call, "The High Gear Hauler". It is a 1941 Ford truck cab on a highly modified 1 ½ ton chassis with a "real" Oldsmobile Rocket motor, Hydramatic 4 speed, a 3 speed "Brownie" overdrive box, Eaton truck rear axle, rolling on 20" wheels with 40" tall rubber on the back! I tried to use all vintage pieces such as the motor, tranny, axles, etc. I wanted it to look as if it were actually built in the 50's. All mechanical aspects were thought out and built to work properly. It is proportioned right and has a real exaggerated cartoon like appearance that we love. It turns heads wherever you go and always had a crowd around it at car shows. It really gets people talking!

We have been driving it the past couple months now and have had no troubles with it. It cools fine and tracks down the road amazingly well. It will cruise 60-65 no problem. We haven't taken it on any long trips, a 100 mile jaunt here and there would be OK, but I probably wouldn't try to drive across country or anything. Overall, it's a very neat and unique vehicle. A super sized traditional hot rod! Here are some more detailed specs of the truck:

Motor: Motor is a 1955 Oldsmobile 342 that I bought with low miles on a rebuild, it has been bored .060 over and I went ahead and installed a timing and all new gaskets as it had been sitting around for a few years in storage. It runs great and doesn't use any oil. It has a stock 4 barrel intake with a new Edelbrock carburetor and custom air cleaner. The fuel pump leaks a little oil, needs a gasket, but otherwise she is pretty much oil leak free. Headers are custom made with motorcycle baffle inserts.