

10-PAGE BOLT-ON BUYER'S GUIDE



8 LUG

DIESEL TRUCK

TECH EXTRAVAGANZA

DIESEL-FRIENDLY TOWING:

- ELECTRIC EXTENSION MIRRORS
- SUPER-EASY BEDCOVER HOW-TO
- LINE-X SPRAY-ON PROTECTION

**3-DAY
DIESEL BUILDUP**

**NEVER
LOST
AGAIN**

ROUNDUP OF
NAVIGATION UNITS



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AMERICAN FORCE TOUR



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COVER PHOTO:

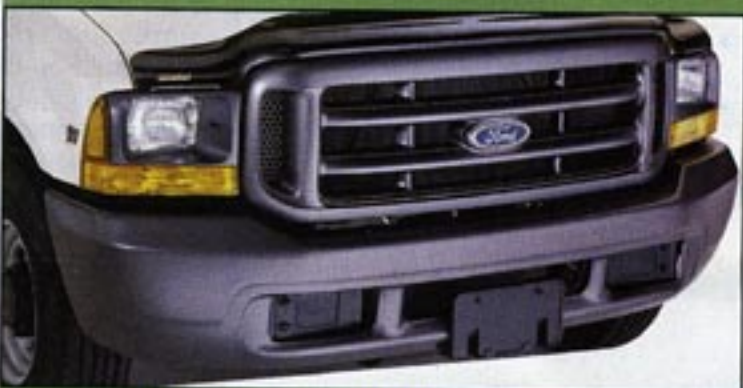
Editor Bob Carpenter snapped the photo of this month's Chevy cover truck. He's a pretty snappy guy, that Bob.



TECH

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Whoops!

I just ordered a magazine subscription online and got the wrong one. Is there any way I can switch it to *8-Lug Diesel Truck*? I haven't paid for it yet.

Zach Ray
Via e-mail

Customer Service is quick and easy. The telephone number for U.S. customers is 866/836-7869. For international inquiries, please call 386/246-3356. They can straighten it out for you. —Ed.

Regular Delivery

My husband would like a subscription to *8-Lug Diesel Truck*. How do I subscribe to your magazine?

Denise Peterson
Via e-mail

Patience is all I can ask for. We are not yet set up for subscriptions, so we offer our sister publication Diesel Power. Until we get the subscription infrastructure in place, you will have to continue to show up at the newsstand to get your copy of 8-Lug. —Ed.

Web Address

I couldn't help but notice that *8-Lug* still doesn't have a Web site. I love the magazine, and the cover story of Victor Supertino's Duramax ("Ultimate Desire," Fall '06) was good. I wanted to find out what kind of step bars he has, but I've hit a dead end. I couldn't find out any information in the article or online.

Rick Macri
Via e-mail



I'm told the bars are from Go Rhino. I looked at the company's Web site, go-rhino.com; however, I didn't see anything about them. You'll have to ask Go Rhino about the Web site for 8-Lug Diesel Truck. I'll be on my way. The webmasters are designing a new site using an all-new platform, so it's going to take some time. Another case where I ask for patience. —Ed.

Fast Pace

Whoa! You're going monthly after our issues? That must be some kind of record. Your company must really believe in the future of *8-Lug* magazine. I know your magazine would hit a chord with the *8-Lug* crowd, and this is evidence that your marketing is right. Congratulations! Now, get to work.

Bango DePaola
Toleno

*We are very proud here at 8-Lug for the success we've found, and so quick to respond is simply a matter of "giving them what they want." —Ed. **8-LUG***

Mark Wells wanted a big truck to drive around.
This '06 Ford Super Duty fills the bill rather nicely.



TEXT AND PHOTOS BY BOB CARPENTER

RIZE RIZE ABOVE

MARK WELLS WANTED A BIG TRUCK. THIS '06 SUPER DUTY SHOULD SUFFICE.



ADVANCED TRUCK IN GILROY, California, (the garlic capital of the world) normally builds vehicles for new-car dealerships all over California as attention getters and convenience buys for customers, but sometimes it likes to go a little overboard. This '06 Ford F-250 Super Duty was built for the '06 SEMA show, and was displayed in the MagnaFlow booth in front of the Las Vegas Convention Center. It was also representing Toyo Tires, Fox Racing Shox, and Rize Industries.

The owner of the vehicle is Mark Wells, sales manager of Advanced Truck. He knew he wanted a huge truck, but he still wanted it to drive comfortably. So, he decided to use a 12-inch suspension system designed by Rize Industries.

After all the parts came back from the chrome-platers and were powdercoated, Advanced Truck was ready to start building. Installing the suspension system came first. The quad-link has fully adjusted radius arms, which give it a killer look with a nice ride. Along with the Rize lift, Advanced also installed a 12-inch steering upgrade and dual rear-shock mounts (which were both also provided by Rize). The shock mounts in the rear were used to hold the nitrogen-

The 40x15.5x22 Toyo Open Country Mud Terrains have just the right look and offer a super-nice ride. Monster-sized (22x11) American Racing chrome Trax 8 wheels are eyeball-stunners.



RIZE ABOVE

charged separate-reservoir chrome shocks built by Fox Racing Shox. Fox also supplied the front-reservoir shocks, which are held in place by a Fabtech dual-shock hoop.

Next, the wheels and tires were added. American Racing supplied the massive 22x11 chrome Trax 8 wheels. It wasn't a hard choice for tires—the 40x15.5x22 Toyo Open Country Mud Terrains give the truck an aggressive look with an awesome ride. Once the truck was sitting on the ground,

custom drivelines had to be built. Advanced Truck called an old buddy at Southbay Driveline in San Jose, California. His experience with drivelines ensured these would be strong!

Advanced then added an ATS Designs billet grille and outer shell. At this point, the truck could have been finished, but Mark decided he needed performance mods. Advanced installed a turbo-back stainless steel exhaust system from MagnaFlow. With



The Rize quad-link system has fully adjusted radius arms.



Lots of chrome underneath keeps the truck sparkly.



Fox shocks and a Fabtech dual-shock hoop combine at the front for a smooth ride.



RIZE ABOVE

the exhaust and a programmer from Super Chips, this truck was ready for some throttle. The last thing added was the gigantic, 120-pound chrome shackle coming off the receiver hitch.

Thanks to the hard work of Donnie, Brandon, Mark, and the other employees of Advanced, everything on the truck was finished the day before the SEMA show. The first testdrive landed us in Las Vegas, but the truck has put on many miles since then. So, now what? Advanced has more plans for the truck, but you'll have to wait till SEMA '07 to see the new Big Red. **E+L**



The craftsmanship of the truck and the individual parts is evident.



Now this is a big-ol' hitch thingy to be carrying around. Says "tough truck," don't you think?



Advanced Truck also installed a 12-inch steering upgrade from Rize.



A billet grille from ATF Designs helps set off the truck on a custom note.