

# True Blue Trucks

## Gilmore Guys

Building A Pair of Tributes to a  
Father's Gilmore Service Station





EDITOR'S NOTE:

Paul Beroff will be reviewing many aftermarket products in the upcoming issues of True Blue Trucks Magazine on his truck "The Ultimate F150 Project". If you have an item you would like to have Paul review, let us know.

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# The Motor City's Ultimate F-150 Project

## Phase IV

As the days and weeks continue to pass, our UltimateF150 project moved forward as well. To recap from previous Phases, the Ultimate F150 project truck was born from decades of desire to take the best-selling vehicle in America – the Ford F150—and metamorphosize it right here in the Motor City into the Ultimate F150 by assembling a group of some of the most innovative, useful and bold aftermarket accessories manufacturers from north America and hand-picking their best products to incorporate into this project truck. These product selections are still in the process of developing the unique character of this vehicle as we enter the forth phase of our project.

In this Phase IV article, you will read about some incredible products from USA companies that together have really built the core and spirit of this truck. Can you say baseball, apple pie, hot dogs, Superlift and Super Swamper? Because these die-hard American companies have been around for 30-40 years and stand today as pillars in the industry.

As always, you can help steer the design of our project by recom-

mending products that you feel fit our F150 build or simply those you would like us to review. You can contact us through our project website located at [www.UltimateF150.com](http://www.UltimateF150.com) where you can also bring yourself up to speed on the variety of products which are already part of this project including reviews, photos, video and installation notes.

### ROLLING BIG POWER (RBP)!

For being a fairly new company that started by making custom exhaust systems, RBP has jumped leaps and bounds and has turned

many heads along the way with their ever growing line up of eye-catching truck accessories.

We wanted to replace our stock, chrome grille with something more distinct and bold. I never have been a chrome fan and wanted to go with a blacked-out-look and RBP's RX-II black grille was definitely what I had in mind. The RX-II utilizes the bordering "frame" of the stock grille and because ours was stock XLT chrome, I ended up ordering a black grille from Ford and then cutting out the entire inside of it. The RX-II then simply clamps in and





▲ Eric from FabStuff MIG welding SUPERLIFT bracket.



▲ Working on rear lift block.

▼ Rear lift with new Bilstein shock.



We were able to re-use the factory front shock absorbers by using the supplied coil spring spacer. This saved money and also kept the ride “stock” (however these too will soon be replaced with Bilstein’s). Some other noteworthy aspects of the Superlift system were that we kept our factory driveshaft by installing the supplied aluminum spacer; we were able to use our factory brake lines –front and back – with hardware brackets included in our parts bag. It was nice to see that our trucks caster & camber was near perfectly aligned upon lowering her from the hoist! The Superlift engineers designed a number of little things that ultimately saved us both time and money. All of this in a pre-production kit! Can you imagine how perfectly dialed in your Superlift kit will be?

FabStuff installed 90% of the system on a Saturday with some final touches on Sunday and the true soul of the Ultimate F150 was born. For more detailed information on the Superlift installation please visit our website ([www.UltimateF150.com](http://www.UltimateF150.com)) to view dozens of detailed installation photos, etc.

**THE ONE AND ONLY SUPER SWAMPERS!**

If you are a truck person and have a heartbeat, you have heard of the infamous Super Swamper by Interco Tire ([www.IntercoTire.com](http://www.IntercoTire.com)). While shopping for the perfect tires for


our Ultimate F150 we kept in mind that although we couldn’t install massive forty-inchers due to our choice of a more conservative sus-



Even stock rims with oversize tires look wimpy next to the new rims and meaty Super Swamper TSLs.

pension height, we would still pursue a very bold and aggressive tread tire. The choice was obvious – what else but a SUPER SWAMPER!

We skinned our RBP-94R rims with the SSR Series Super Swamper Radial/TSL - 37" x 20" x 12.5" mud tire. All of our accessories contribute to the overall character of the Motor City’s Ultimate F150 – some more than others -and these tires definitely grab the eye (and ear). They have a tough sounding hum when rolling down the road but much less noise than I would have expected from such a studly looking tire. I worked with a couple people at Interco whose knowledge and expertise really helped us make our final decision.

Some of the products that will be reviewed in our next phase will include a hard-core winch, extreme duty batteries and some billet eye-candy. 



within five minutes we dramatically altered the appearance of the Ultimate F150. The grille went great with our new black headlights from RECON (www.GoRecon.com).

While grille shopping at RBP their wheel selection also caught our eye and we ended up purchasing the RBP 94R Wheels (20" x 9" with 4.5" backspacing). They are black with chrome inserts that really look great on the truck. In this case, the modest use of chrome really pops as it matches the diamond plate top of our Ultimate Truck Gear Rocker Pod Cargo Steps.

**SUPERLIFT:**

One of the first thoughts to enter my mind after deciding to build and accessorize an F150 was that it would need a lift. With the plethora of suspension options and lift kit systems in this market a bit of research would have to be done before making our decision on which to go with. I do have to admit, I was a little bias from the beginning regarding the suspension upgrade. I'm 40-years-old and when I was 23 I purchased my first new vehicle. A 1993 Ford Ranger extended cab 4x4 – dark plum clear coat metallic to be specific. Soon after purchasing this truck I wanted to lift it and ended up installing a 6" Superlift kit – their best at that time. The kit was well made: hardcore components, durable powder coat paint and great engineering for a smooth installation. The Ranger looked incredible and performed very well all the years I owned it.

Fast forward to 2010 and the Ultimate F150 Project – after researching many of the suspension companies both old and new, it was decided once again that an Ultimate Ford Truck requires the all around best in lifted suspension components so we were driven to go with Superlift (www.Superlift.com) once again. Formed in 1975, Superlift remains a pioneer in the industry. They are one of the few suspension companies that is owned and operated by actual four-wheel drive enthusiasts and their company philosophy and product line reflects this passion. You don't make it in a suspension and specifically lift kit business for three decades if you aren't doing a lot of things right.

It was a near miracle that our truck ended up Superlifted because at the time we decided to do this project Superlift did not manufacture a 6" suspension lift for our model F150! Through tenacious persistence and incredible customer care on their end, the Superlift guys built us a custom system! Their engineers ended up creating a system that maintained all of our F150's factory steering geometry and ride. Our Ultimate F150 would be one of the first on Earth with a 6" Superlift!

Now realizing this was a custom set of components and not some off-the-shelf kit, I understood that there would probably be some fabrication and tweaking required during the installation phase. Not having the Ultimate Garage built - yet, I would have to rely on someone else to assist with the installation so I contacted my friend Eric Smith, owner of FabSTUFF Welding & Fabrication (www.FabStuff.com). Not only does Eric have a shop stuffed with every tool and metal fabrication device invented, he is one of those "special guys" that has a skillset and creative side so unique and spectacular that after spending just a few minutes with him and seeing some of the work he has created you quickly realize he is definitely looking at a project or challenge with a very different set of eyes than most people. Respectfully, I would say that as Jesus worked with wood, Eric works with metal.

I made the necessary arrangements with FabStuff and commenced with the Superlift installation. The parts that Superlift shipped were surprisingly complete for what I had expected from a totally custom system - hardcore black-powder-coated components; nuts bolts and even high-end Bilstein rear shock absorbers. The Superlift engineer who designed our components even left me his phone number should the need arise that I contact him during an installation issue – now that is great customer service (no call was needed!)

There were a few modifications and adjustments that FabStuff made to get everything to fit just right. Instead of bolting on some of the brackets to the cross member we elected to MIG weld them on.



▲ Some of the core Superlift components.  
▼ Stock steering knuckle compared to Superlift's knuckle.

