



WEEK TO WICKED

Five Days ... Dozens of Hands ...
One Badass C10

by Rob Fortier

Amazing how quickly a week can come and go. But what's even more amazing is how quickly an average, albeit very nice, '70 C20 farm truck can be transformed into a modern-performance C10 shortbed!

And that's precisely what transpired one week this past October: Monday morning at 8 a.m. sharp, the longbed (with its fresh paint, courtesy of Thunder Alley out of Mesa, Arizona) was driven into TEN's Tech Center, and by 11 p.m. Friday night it was

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Day Two

What's Under the Sheetmetal Counts ... Here Comes the Powertrain

By the end of day two, the scheduled plan was to have a fresh, 427-inch LS7 from Mast that outputs 700-plus horsepower run through a Performance Automatic 4L80E tranny—in the truck. The Mast 427 LS7 (7L) is equipped with Hooker cast and coated exhaust manifolds (that will feed a Hooker 3-inch exhaust); the induction system is a FAST LSXRT truck intake manifold fitted with a 102mm Big Mouth billet throttle body, all controlled by a FAST XFI Sportsman ECU and fed via a Holley fuel pump mounted in the relocated CPP gas tank. Controlling the spark will be handled by a FAST EZ LS coil-near-plug controller mated to a set of L92 truck coils. And speaking of controls, an Eddie Motorsports S-Drive polished-aluminum serpentine kit was used to spin all the necessary engine accessories.

Transferring the power to the pavement will be accomplished via Performance Automatic Street Smart Series 4L80E. A bulletproof combination, the LS drivetrain should provide plenty of power and be as reliable as a brand-new truck.





Day Three

Wiring, Plumbing, and Exhausting!

With the engine and trans successfully installed, that left the building of the stainless Hooker C10 exhaust kit for Ryan to jump on first thing Wednesday morning, while Jason prepared the truck for its computer controller units (engine/trans/fuel management) and the wiring harness being installed by Jeff Abbott from Painless Performance Products. In-between all that commotion, Christian somehow managed to squeeze the new Holley radiator into the core support and fashion up a set of hoses.

Even though quite a few mechanical odds and ends were tackled early on, Wednesday was pretty much consumed with the Painless Performance complete chassis harness, configuring, mounting, and wiring the various computer-control modules for the Mast LS powerplant, and butting up the Holley fuel supply system feeding the FAST EFI.

Later in the afternoon, however, the 18-inch American Legend Cruiser wheels freshly mounted with Falken rubber arrived, which allowed the C10 to officially become a "roller."



And to put a cherry on top, local 'striper' Phil Whetstone stopped by to add a little color to the Bow Tie hubcaps.



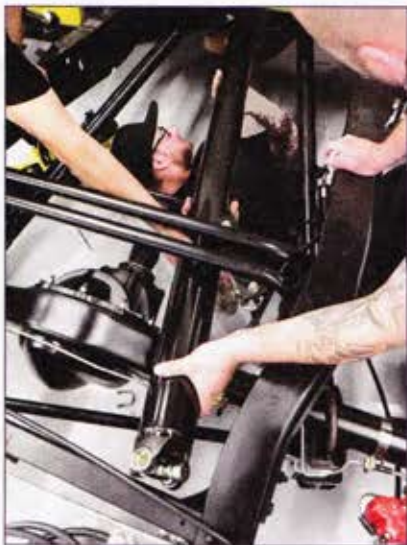
Day Four

More Wiring, Some Air Intake Assembly, and Hydra-Stop Plumbing

Day four carried on with getting not only the Painless Performance chassis wiring finished up, but the drivetrain management system as well. The crew from CPP was kind enough to lend a hand with the Painless chores before they moved onto plumbing their Hydra-Stop power brake assist unit and eventually bleeding the brakes.

Meanwhile, Jason was able to bust out an air intake for the FAST 102mm Big Mouth throttle body thanks to a universal kit supplied by AirRaid. The plastic-tubed "you-fab" kit is perfect for LS transplants in situations like this, especially since no actual fabrication is required.

Along with mounting the dual electric fans on the Holley Frost Bite aluminum radiator, installing the driveshaft fresh from OC Driveline, and even test-fitting the C10's new rolling stock, the Week to Wicked team managed to accomplish quite a bit on their second-to-last day of the build.





Day Five

Three, Two, One ... Fire In The Hole?

The clock was ticking and the deadline was quickly approaching on the fifth and final day. Finishing up bleeding the brakes and making all of the electrical connections to power, the staff from Mast Motorsports was waiting in the wings, ready to connect their laptops and get the C10 making some power!

While all of this excitement is going on, work continued on finishing up the interior, including the ProCar by Scat bucket seats and Lokar drive-by-wire throttle pedal; getting the doors to fit; finishing off the door handles with the components from Brothers; installing the Dakota Digital VHX gauges; and final mounting of the CPP steering column with their freshly installed power gearbox. Oh, all that, and bolting the newly painted and assembled "short" bed from Brothers, to finally make the truck a truck again!

As 5 p.m. Friday came and went—along with all the fortunate coworkers in the building who got to go home to their families (or the bar ...)—the Week to Wicked team was still full-steam ahead ... and never ran out of steam before Jason was laying the rear treads to waste out in the Tech Center parking lot (as an overly eager Facebook Live audience not-so patiently waited for that first promised burnout).

11 p.m. Friday night: the Week to Wicked C10, presented by CPP, was done. Next stop, the 2016 SEMA Show in Vegas to be displayed, front and center, in the TEN booth ... of course, after it was successfully driven to the Las Vegas Convention Center from SoCal! 🇺🇸

★ Watch this episode of Week to Wicked in its entirety at www.hotrod.com and be sure to check out all the live video from throughout the week at www.facebook.com/classictrucks.

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