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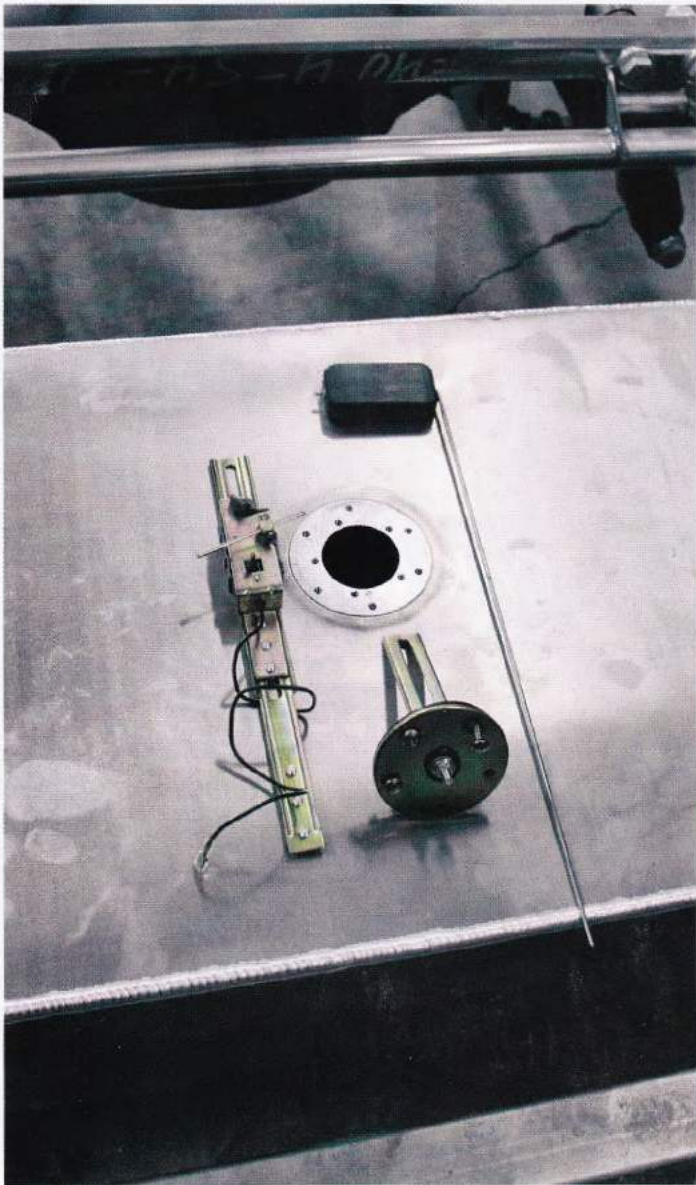
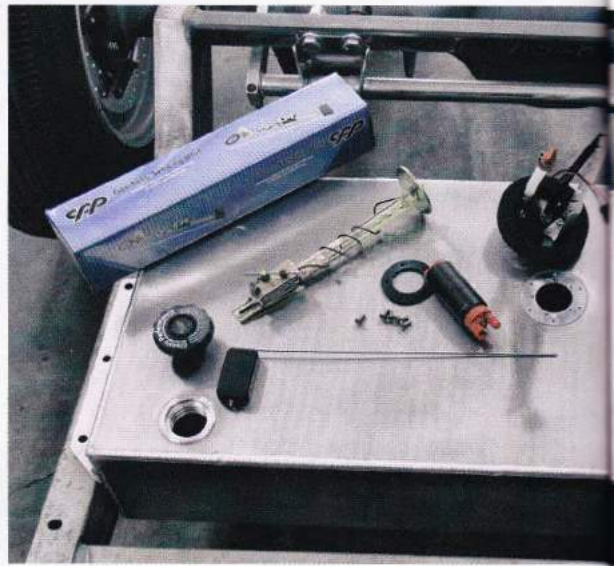
TOTAL COST INVOLVED
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BY JOE RAY

RELOCATING THE GAS TANK IN OUR
PROJECT '54 BOMB TRUCK COMES
WITH A "TUCK LOAD" OF BENEFITS

PASSING

GAS



CPP's fuel sending unit can be shortened to adapt to any size or depth fuel tank. Once shortened, Luis from "House of Pain" Customs was able to mount down the unit. The Aeromotive fuel system and filter were also installed easily as per instructions.



GARAGE PERFORMANCE



The Classic Performance Products EFl aluminum tank, which specifically fits onto the TCI rear truck framerails, came included with a CPP fuel sending unit, and the Aeromotive Phantom universal filter and pump system, brass fittings, and mounting hardware.

through the bed floor, or custom side fills can be added. These tanks are pre-notched for leaf spring clearance and install without having to move the crossmembers.

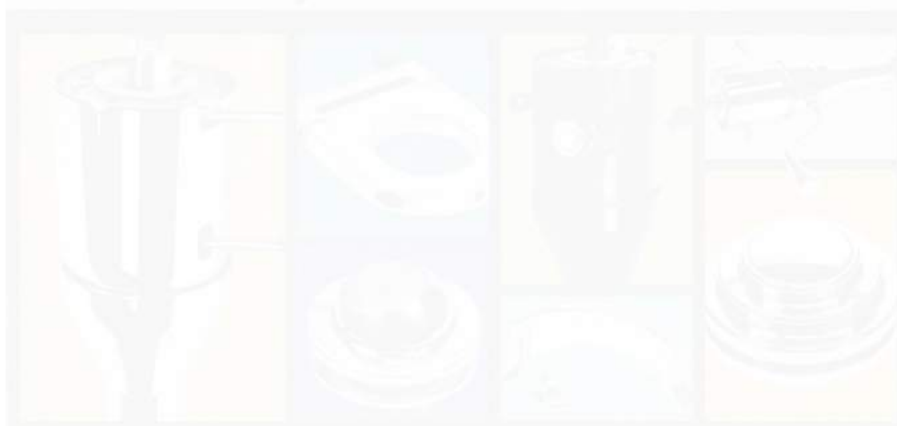
While CPP gas tanks offer a slew of benefits, the greatest benefit we've experienced is the peace of mind that it brought us. To know that your fuel is being carried far away from the cab is enough for us to make the switch, and it's also good to know that you've got a fresh clean tank to hold the juice

to your lifeline.

Should you hate trips to the gas station, CPP offers their aluminum gas tanks for many applications and you can even opt to go with higher capacity tanks. In addition, they're all crafted in the USA and their quality and customer service is unmatched. We loaded up the Project '54 Low-rider Truck frame, manufactured by Total Cost Involved, and made a trip down to the great and helpful people from Classic Performance Products.



QUALITY
STEERING
IS ALL WE DO

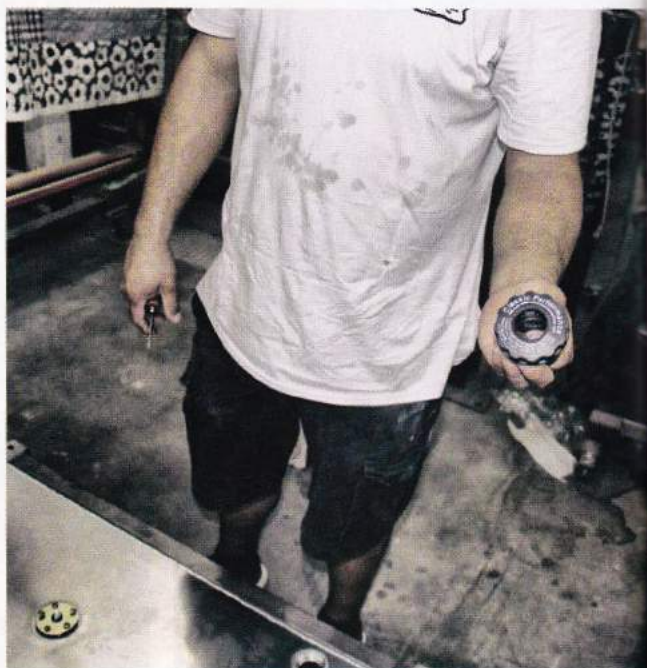


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MONTHLY TECH TIP

The included gas tank filler cap shown here is also adaptable for easy insert at the gas station pumps without having to remove the cap itself.



Measuring tape, a pen, and drawing paper came along with them as they took a look at the location where their aluminum 19-gallon tank would be set and mounted. Even though CPP has a complete line of fuel tanks, they wanted

to make sure that their tank would fit on to the rear of the framrails like a glove. Once the mounting specs and modifications were made for EFI compatibilities, we received the tank for installation.

ADVANTAGES OF AN ALUMINUM CPP TANK:

RUST PREVENTION:

Aluminum fuel tanks are less susceptible to corrosion. To be honest, purchasing one of these CPP aluminum tanks will last a lifetime. Steel is also more susceptible to rust and corrosion when exposed to moisture and the rust factor multiplies when it's exposed to road salt and sea air.

LOW-SULFUR FUEL:

Nowadays, the increased use of low-sulfur fuels promotes an increase in interior corrosion of fuel tanks. Aluminum is not nearly susceptible to this type of corrosion and it is yet another added bonus when going with a CPP tank.

WEIGHT SAVINGS:

Aluminum tanks are much lighter. Weight reduction is one of the best ways to reduce pollution and increase gas mileage, so this is a win-win.

BAFFLES:

CPP tanks come with baffles, which are located inside the tank. These baffles help provide internal support to help withstand fuel sloshing loads, and keeps

slosh to a bare minimum. That means that it keeps your fuel from beating up your fuel sender lever and float while keeping the fuel gauge reading steady.

The Lowrider Project '54 Bomb Truck undercarriage mockup build is now complete, except for the upcoming exhaust install. As you have followed along in our special series of articles containing the early step-by-step build, we will soon begin the next stage of disassembling the entire Total Cost Involved Lowrider Truck frame. We will be removing all of the modern suspension components, including the Wilwood disc brakes, air suspension, high-performance brake booster, and Currie rear axle. We will also remove the Chevrolet Performance Crate LSX engine and 4L85 E Transmission so that we can send over everything chassis related to get powdercoated. Stay tuned for another upcoming Project Bomb Truck segment, as we reinstall the truck's chassis, and then further down the road we slightly chop the top of the truck's cab?