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Locked and **LOADED**



BY JORDAN MAY

Photography: Jordan May

CALIFORNIA SUPER TRUCKS' LATEST CREATION

OVER THE PAST FEW YEARS, CST PERFORMANCE SUSPENSION HAS BEEN KNOWN FOR NOT ONLY PRODUCING PROVEN SUSPENSION SYSTEMS BUT ALSO FOR TURNING OUT SOME AMAZING PRERUNNERS AND SHOW-STOPPING VEHICLES. THE COMPANY'S NEW '05 FORD F-150 5.4L V-8 IS DEFINITELY NOT THE FIRST CST PROJECT VEHICLE WE HAVE FEATURED IN THE PAGES OF OFF-ROAD MAGAZINE. THE FOCUS FOR THIS BLUE OVAL WAS NOT ONLY TO CREATE ANOTHER HEAD-TURNER, BUT ALSO TO EQUIP IT WITH ENOUGH MODIFICATIONS TO HELP CHASE CST'S TROPHY TRUCK THROUGHOUT THE RACECOURSES IN BAJA WHILE STILL MAINTAINING A QUALITY RIDE FOR DAILY DRIVING. **OR**





COVER TRUCK OFF-ROAD



◀ Following the custom-painted stripes of the truck, we noticed the Glassworks Unlimited fiberglass front fenders giving room for the 35x12.5R17 Toyo Open Country tires wrapped around a complete set of Moto Metal 954-style 17x8-inch chrome wheels. The front bumper needed to be modified in order to match the lines of the new fenders. Most people would simply replace the entire front bumper when applying fiberglass, but

CST wanted its truck to not only perform great in the dirt but also look good doing it. CST did a little fender work of its own in the rear of the truck, flaring the bed sides to accommodate the larger off-road tires. From this viewpoint you can also see the custom billet door handles by Grippin' Billet as well as the carbon-fiber-wrapped factory bedrails by Auto Extras.



▲ We ventured deep into the woods for our photoshoot. With the forest walls caving in around us, the bright colors of the Starbucks Customs paintjob stood out just as the painter, Mike White, said they would. While the truck was parked, a few travelers came by and offered up their own views: "Dang, that's one heck of a truck, can we get a ride?"



▲ Looking around the front of the bed you can get a better look at the 2.5-inch Fox three-tube bypass shocks mounted from the bed to the rear axle. We really enjoyed the clean look of this metalwork, as well as how it wraps itself around the front of the bed and stays hidden from a side view of the truck.



▲ Getting down in the dirt reveals the rear suspension of the Ford. The rear portion of the CST 7-inch 2WD suspension system comes with a choice of either a set of Deaver Spring or Atlas Spring leaf springs, 3-inch fabricated lift blocks with the F-150 double-pin, and CST performance rear shocks. This truck has, of course, been upgraded to accommodate the Fox bypass shocks, and a custom axle gusset has been added as well to ensure that everything is strong and secure. Here, you can also get a glimpse of the JBA after-cat exhaust system that was installed by FMS Performance of San Bernardino, California, in a custom fashion to clear the mounting location of the rear shocks.

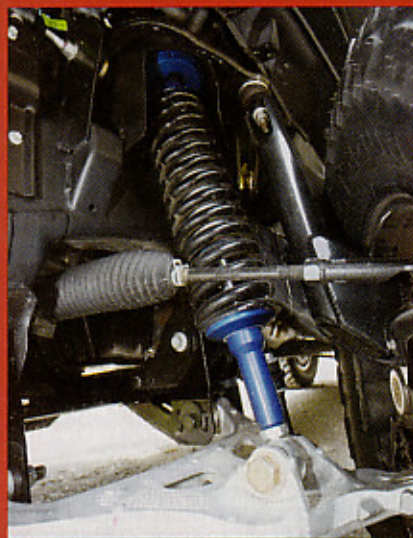


▲ Constructed above the Wolf spray-in bedliner is a custom bedcage also fabricated by CST that ties in a rear bumper, tire carrier, and shock hoop. This allows the truck to carry two fullsize spare tires or two 37-inch spare tires for the Trophy Truck when chasing it at the races. Both tires are strapped down in place and locked for safety. If you look straight down the center of the bed you will notice two small rails that have been added to the 'cage' which are purposely built to carry a motorcycle while keeping both spare tires in place.

Locked and LOADED



▲ The 5.4L V-8 powerplant of this Ford has been left pretty much stock at this point. CST has been focusing its attention elsewhere as you have seen. This truck has been equipped with a set of JBA ceramic-coated headers and after-cat exhaust system. If you keep an eye out for this truck, we're sure it won't be long before you see it at a race or show with more goodies under the hood.



▲ A closer inspection of the front suspension reveals the custom-fabricated spindle and Fox racing coilover.



▲ A precision-cut hole was made to provide enough clearance necessary for the rear bypass shocks. The addition of a three-tube bypass shock gives you infinite adjustability on and off the trails.



▲▲ The front bumper, fabricated by CST, holds a pair of Baja Designs Soltek 8-inch HID off-road lights. As most of us know, when you're hitting the dirt with HID lights, night vision is never a problem. Just behind the bumper is a set of T-Rex mesh billet grilles that have been notched to accept the front bumper.



▲ Looking over the undercarriage of the F-150 gives you an overview of the entire front suspension. The CST 7-inch system includes a two-piece subframe with a bolt-on skidplate that integrates the two subframe legs together, fabricated knuckle uprights, front stainless steel braided brake lines, coilover drop spacer (retaining use of factory shock) and sway bar drop mounts. The spindle is constructed of 3/16-inch and 1/4-inch plate as well as a fully machined baseplate. The upright neck is made of round, 0.250-wall DOM tubing with a machined insert taper welded into the top end of the tubing. With all parts in hand, the spindle is completely MIG-welded, and then the hub mounting surface is machined completely flat to ensure a tight fit. Note: This truck has been equipped with a CST Fox racing shock replacement front coilover system.



◀ Adding just a touch of bling to this prerunner/daily driver is a set of Moto Metal 954-style, 17x8-inch chrome wheels wrapped in Toyo Open Country 35x12.5R17 rubber.



▲► Beard Racing Seats custom-wrapped the factory Ford seats to match the theme of the truck. CST wanted a race-style look but also wanted to retain the factory comfort and safety belts. Auto Extras did a fantastic job laying carbon-fiber throughout the dash, center console, A-pillars, and floor panels in the cab.



► In order to fit the stereo and electronic components, CST had to custom-make a center dash piece. Where did the stock air conditioning and vent controls go? Hidden inside the glove compartment of course! For tunes, CST chose a Pioneer AVIC-D1 DVD Multimedia AV Navigation system that can play just



about any disk format. With this unit you can watch your favorite off-road movie or listen to satellite radio. This system also provides navigation in the form of both on- and off-road driving directions and course mapping. Located under the AVIC-D1 is Pioneer's AVG-YDP1 Real-Time Vehicle Dynamics Processor and AVD-W6210 Real-Time Vehicle Dynamics Processor Monitor. This unit has some of the best display and information modes we have seen from a unit of its kind. It allows you to review your speed, rpm, lateral g-force, acceleration, torque, horsepower, slope angle, angular velocity, battery voltage, longitude and latitude, GPS function, and more. When you visit your local audio store to see this unit in person, be sure to try the demo of the Virtual Screen that shows a truck image in the dirt as you are driving. Brad Myers of CST told us that although this unit takes some time to install, it has been a welcome addition to CST's project vehicle. The rest of the truck's Pioneer audio system includes TS-D681R 4x6-inch speakers, a high-power amplifier, and a 10-inch subwoofer.