

PROJECT 300



SULASTIC SPRINGS, REAR
ANTILOCK BRAKES, AND A
PIONEER CD PLAYER SMOOTH
OUT OUR 140-MILE COMMUTE

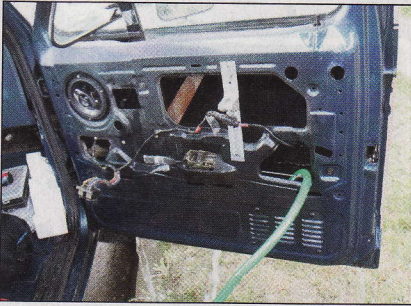
Project 300 (Diesel Power's '87 Ford F-250 6.9L IDI buildup) has been put to the test now that we have to make a 140-mile roundtrip commute to our new office. In order for it to rise to the occasion, a few changes were in order, including the addition of a high-tech stereo, improved suspension, and a safer braking system. We were able to accomplish these additions in one weekend, using regular handtools. While we were at it, we removed about 2 pounds of caked-on dust and grime from the interior. **DP**



The interior of Project 300 needed some attention since we were going to spend a good portion of our day in the cab battling traffic. The XLT Lariat package must have been nice when it was new, but ours had gotten soggy and filthy from years of use.



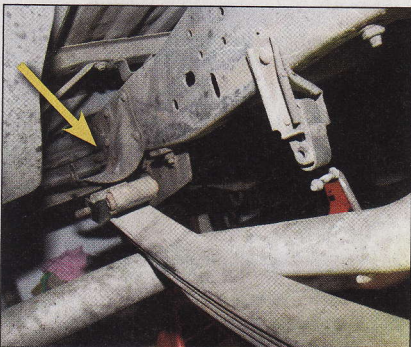
We removed the carpet, insulation, and wood-trimmed dash pieces (there was aluminum underneath) from the truck. The Pioneer CD receiver (DEH-P6200BT) was a snap to install. All we needed was a wiring harness and a metal strap. The Pioneer receiver has a USB port, is Bluetooth and iPod compatible, and is also HD Radio ready. Pay no attention to the coiled-up wires—they're for the Snow Performance water-methanol system controller. We plan on running them through a hole in the top of the dash in the near future.



The 6½-inch Pioneer speakers fit nicely in the door in the original screw holes. We removed the dusty insulation and carefully hosed down the inside of the doors. We used heat-shrink crimp connectors and electrical tape on all the electrical connections.



The next thing Project 300 needed for the long commute was a better ride. We installed these Sulastic spring shackles (left) and experienced a smoother drive immediately. In the factory shackles' defense, their bushings were badly worn. The large, black, rubber bushing in the Sulastic shackles connect the two swinging pieces (with preset tension) and isolate vibrations as they create a controlled resistance. The blue bushing, which connects to the frame perch, is also larger.



First, we took off the tires, disconnected the shocks and exhaust hanger, and put jackstands under the frame. It is important to take notice of how the bolts are positioned and replace them that way when you install the Sulastic spring. Our bolts were very easy to remove, but if you live in the rust belt, expect to have to use a torch and impact wrench and replace the bolts. You may also need to remove the bushings in the leaf spring (which may require removing the leaf springs from the axle). In our case, the only parts we removed were the two bolts holding the shackles in. Next, we took a big bar and pushed the end of the leaf springs down past the hanger on the frame to get the bolts on the leaf springs free. Before installing the Sulastic shackles in position, we put the included washer between the Sulastics and the frame side of the perch (arrow).

PRICE LIST: STAGE ONE TO SEVEN

STAGE 1:

Original Investment, Feb. '09 \$888
Including \$300 for cost of truck

STAGE 2:

Getting it Running, May '09 \$315
Glow plugs, fuel return line kit, autocross fee, and dyno testing

STAGE 3:

Adding a Turbo, Aug. '09 \$2,616
ATS Aurora 2000 wastegated 7.3L turbo system, ATS exhaust system, and polyurethane body mounts

STAGE 4:

Suspension, Tires, Bearings, and Brakes, Oct. '09 \$1,632
Calipers, pads, rotors, brake lines, 2-inch leveling kit, tires, tools, and shocks

STAGE 5:

Cooling System Rehab, March '10 \$1,159
Radiators, cap, thermostat, block heater, hoses, and antifreeze

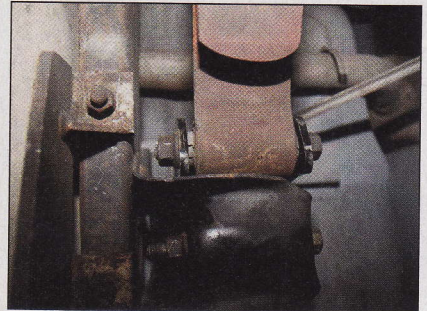
STAGE 6:

Engine Oil Centrifuge, June '10 \$786
Centrifuge, fittings, hose, and air pump

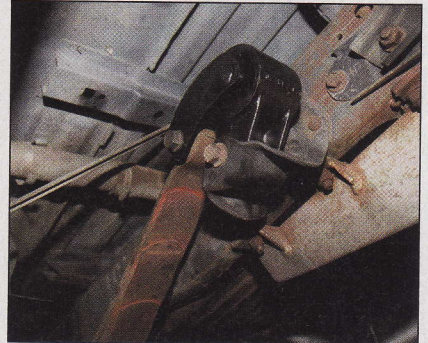
STAGE 7:

Sulastic Springs and Pioneer CD Player for 140-mile Commute
Sulastic springs \$350
Pioneer CD Player (DEH-P6200BT) \$249
6½-inch speakers (TS-A1683R) \$109
Scosche wiring harness (BBFDD02AB) \$24
Rear antilock brake hydraulic control valve (RABS 122024) \$144
Plumbing metal strap \$3
Total Stage 7 \$879

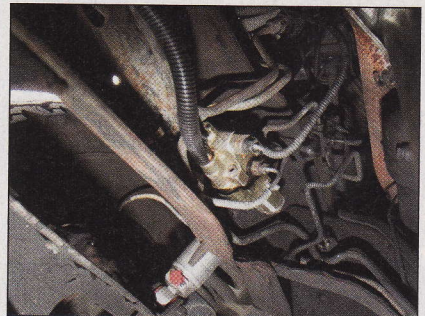
**PROJECT 300
GRAND TOTAL \$8,275**



We decided to install the bolts opposite from how they came from the factory. We reasoned that since we cut the excess bolt length off, they were the same size as the nut ends and wouldn't rub.



The Sulastic springs do not affect the ride height but are supposed to help with braking, cornering, and carrying heavy loads. So far, we are very impressed with the smooth difference we got from the Sulastic springs.



The last thing we did was replace our rear antilock brake system (RABS) hydraulic control valve. We got this hard-to-find part from RockAuto.

Sources

Cardone
www.cardone.com

Pioneer
www.pioneerelectronics.com

RockAuto
(608) 762-5288 • www.rockauto.com

Sulastic
(408) 239-4527 • www.sulastic.com