Red River Rod & Custom

'48 SS-Ten Conversion Manual

for '83 - '93 S-10 Extended Cabs

Betsys Rod & Custom Ltd.

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Thank you for purchasing the ‘48 SS-Ten. A body conversion designed for the ’83 - ’93 S-10/ S-15 extended cabs. We hope this will be a rewarding and enjoyable project endeavour. Yours will be the satisfaction of a job well done and the opportunity to drive a beautiful, fully functional Hotrod pickup.

The following manual is meant to be a guide. Not all the pictures are of the same truck, but are those we have available at this time to demonstrate what needs to be done. If you have any questions or concerns please give us a call. The addresses and phone numbers are given at the end of the manual.

The body style was designed as a joint venture of Betsys Rod & Custom Ltd. and Red River Rod and Custom Ltd. The above companies do not accept any liability or responsibility for the use or miss use of any or all of our components

The body package will only work on ’83 to ’93 extended cab S-trucks. It’s a good idea to thoroughly wash the truck before disassembly.

The body package as shipped to you should look similar to the following pictures. Carefully unpack all of your parts and ensure they are all there. Any damages should be reported to your carrier. A slight bit of

Yes all your pieces are there! Unpack them carefully and let the project (the FUN) begin!.

No! you can't drive it yet, but you can pretend. (I mean you can get a visual of what she'll look like).

When you are unpacking your pieces please check what you received with the following list.

Parts included in the Basic Conversion package:

- 1hood.
- 1 frontend (hagan frenched headlight buckets are behind the layer of Fiberglass).
- 4 grill bars (all different length).
- 2 outer door skins.
- 2 inner door window trim pieces.
- 1 Cab shell
- 1 rear window interior trim panel.
- 1 interior rear trim piece for bellow window.
- 2 ground effects running boards.
- 1 inner box .
- 1 outer box assembly.
- 2 headlight mounting hardware and chrome trim rings.
- 1 rear window with weather-stripping.
- 2 porthole side windows
- 1 tube of window urethane.
- 2 3/8" heim rod ends (open / female).
- 4 5/16" heim rod ends (male / female).
- 1 hood arm hinge assembly.
- 1 bear claw latch w/ striker bolt.
- assorted steel plate and tubing for reinforcement and brackets (check templates and explanations for quantity and what is required)

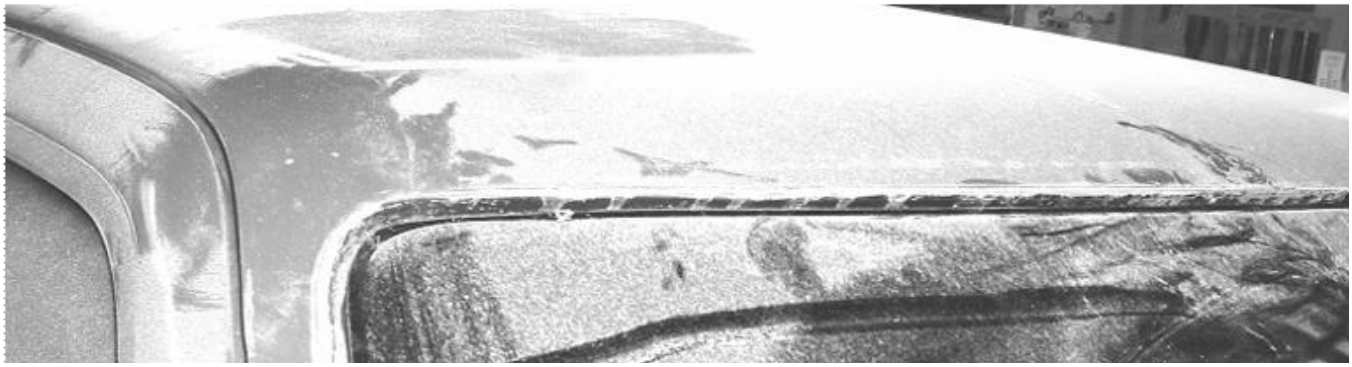
Additional parts included in the Deluxe Conversion package:

- Halogen standard sealed beam headlights.
- front signal lights.
- Vision Concepts Hotrod mirrors.
- Keyless entry w/ 35# door actuators.
- steel bracing installed into the frontend and hood for hood hinging and latching support.

Getting started. Where to start?

That is up to you. Aren't you glad you're the boss now and where you start and how you finish is up to you ! It's time to giver. Let's go!!
For the sake of this manual let's start with preparing the truck for the transformation.
The following **must** be done before any fitment or panel attaching:

- ensure windshield has NO cracks or excessive pitting. (it can be changed later but is more difficult then)
- remove windshield garnish to facilitate windshield change out in future.



- remove the frontend sheet metal , the bumpers and the box . (ensure that you take care not to damage the wiring)
- remove the taillights from the box and set aside for use in the new box corners.
- remove the inner fender wells (can be re-used if they are in premium condition).
- remove the Rad cradle (can be re-used if they are in premium condition).
- replace door hinge "pins and bushings." (available at your local parts store)
- repair any rust damage (rocker panels and door bottoms), as these are body panel attachment points. Install new rockers and door shells if significant damage is observed.
- remove seats, interior panels and carpet to ensure they don't get damaged in the conversion process.
- if truck is to be lowered it's a good time to do it now when things are easily accessible.
- do V8 conversion at this time, including massaging the firewall to provide exhaust clearance. A good S-10 V8 swap manual is a good investment to help with this. ("The S-10 V8 Swap manual" from JTR)

At this point the truck should look something like this.

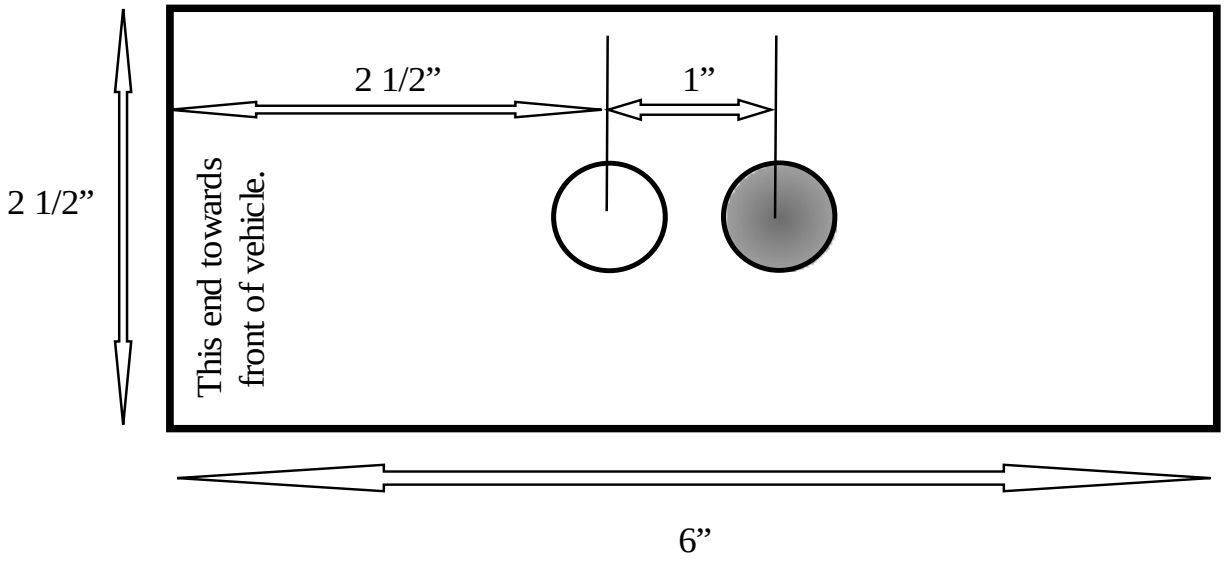
Next, remove the motor and transmission, unless you plan on running the stock power train. Even then it’s good to remove them for clean up and painting of frame and firewall.

Relocating the Rear Differential

With ease of access to the suspension and brake systems, take the time to inspect and replace any worn components. Install dropped spindles and do any rear suspension modifications. The trucks that you'll see throughout the manual use Belltech 2" dropped front spindles and 3" lowering blocks in the rear.

Note:

The rear differential needs to be moved 1" backwards to get the wheels to fit in the fender opens properly. This can be done two ways. Remove the differential and drill a 9/16" hole in the mounting flange 1" ahead of the original hole. Or, make two adapter plates as shown below out of 3/8" metal. The white circle is a 9/16" hole, the grey circle is for a 9/16" alignment pin that must be solidly set in the plate. This pin must stick up 3/8", it holds the differential in position.



Modification and Positioning of the Rad Cradle

We recommend the use of a new rad cradle unless yours is in very good condition. The cradle does require a bit of cutting to provide the necessary clearances as shown in the following picture.

Cutting is also required on the back side of the cradle a cut parallel to the top . Measure up 1/2” from the bottom edge of the top horizontal support. Cut all the way across. The front center brace may also have to be removed depending on whether the truck is or will be equipped with A\C to make room for the condenser. The stock condenser is shown in the picture. You will also have to make your own rad and condenser mounting pads and clamps.

Frame Mod's

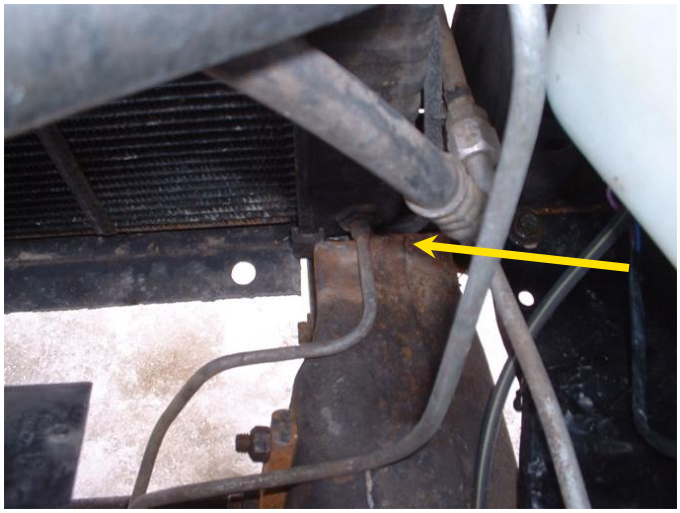
The rad Cradle sits in the right location, it just sits too high. The frame needs to be modified to enable the rad cradle to sit 2" lower. Measure back of the cradle mount 1/2" make a mark.

Remove the original rad cradle mounts (black circle). From the previous mark measure down the frame rail 2 1/4". This is how far down the frame rail you need to cut and then 90 degrees to the cut , in order to cut off the front frame ends. They should look like this when you've finished the cutting.

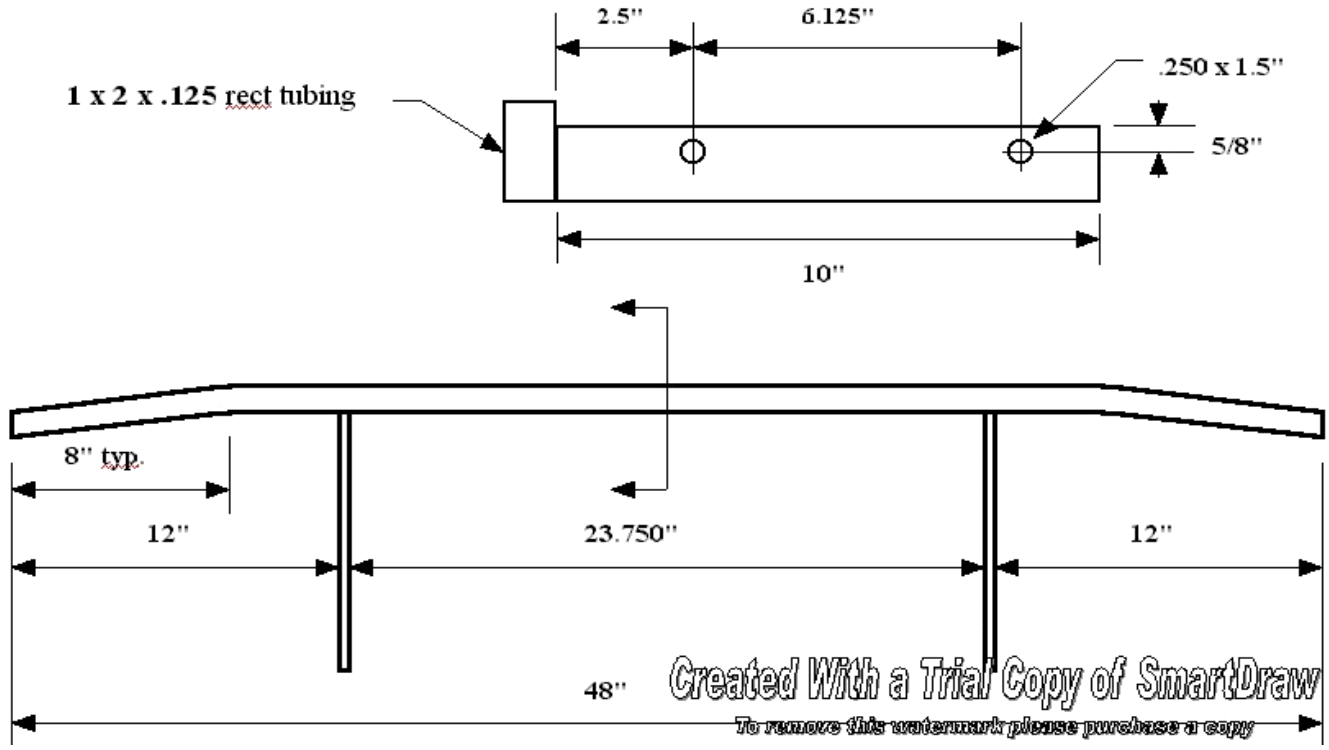
Use pieces of 3/16" steel to fill in the frame and either invert the rad cradle support brackets as shown or make a 3/16" angle iron bracket level with the frame notch. I think the angle iron bracket is the best way to go. Remember to put a 1/4" rubber over this mounting surface to act as a vibration damper.

This is what it will look like mounted into position with the rad and condenser in place. The Rad and condenser require the cradle to be massaged/altered a bit to get everything to fit just right.
The next picture shows a few more rad cradle alterations.

ARE WE HAVIN FUN YET!?



The rad cradle needs to be cut out in this area to allow the cradle to sit as far back as the notch. Cut to the edge of the step and only enough to provide a trim neat looking fit. Note the transmission oil lines just fit over the frame rail.
The next task is to build the hidden bumper, which also serves as a mount for the frontend. Build it as illustrated below.



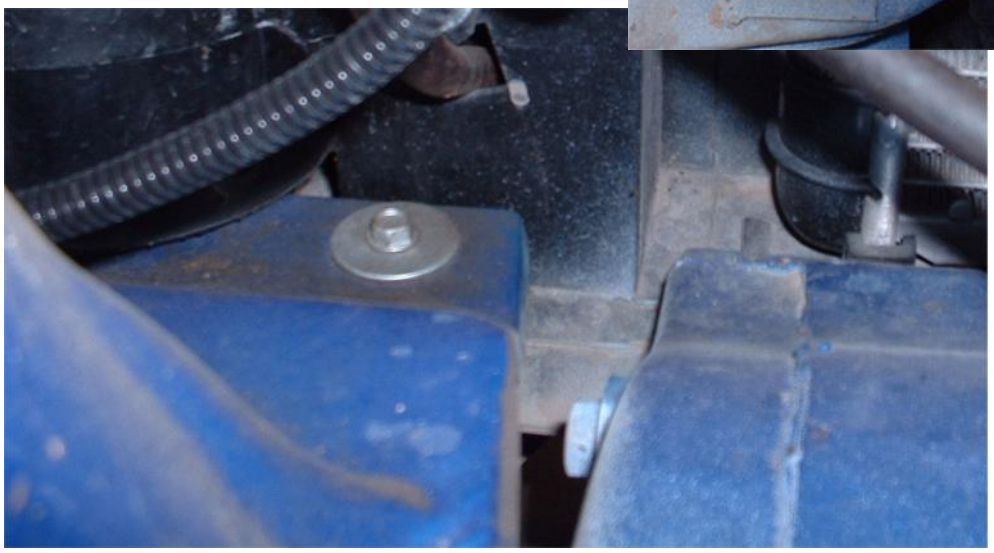
Once the bumper/ bracket has been built install it with the mounting tabs on the inside of the frame rails. The mounting tab rear hole should be lined up with the frame hole. Clamp in position, ensuring the mounting tab remain flush with the top of the frame notch, and drill the front mounting hole using a 3/8” drill.

Inner fender well / Rad cradle Spacer

Hey! take courage you're just about ready to start attaching the body pieces...**wahoo!!**

The spacer that is required needs to be 1"x3"x10 3/4" long. It is installed as shown above. This will provide the required tire to fender well clearance. Preventing tire rub when using 2"dropped spindles and a V8.

The circled angle bracket to the right is an alternate mount for the rad cradle

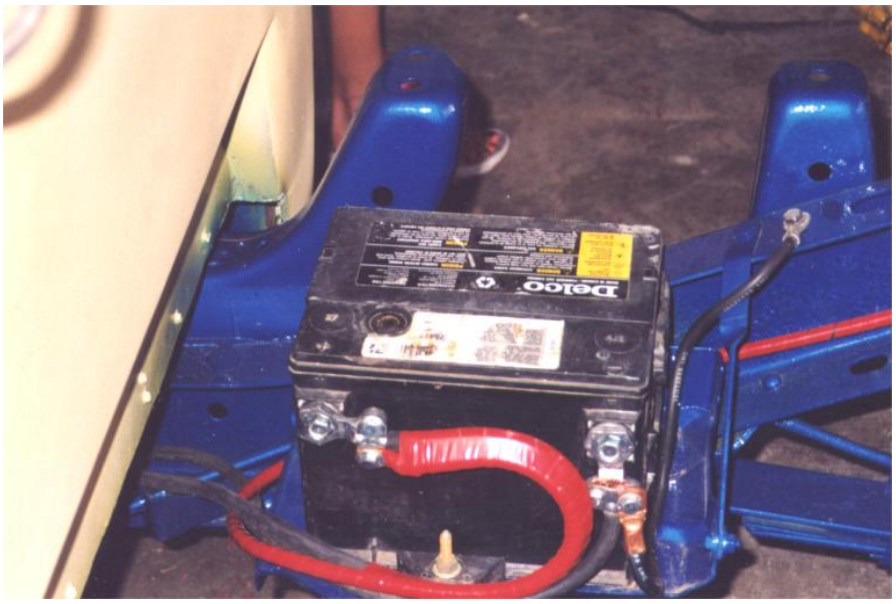


Use self tapping screws and fender washers on top and bottom to secure spacer to fender wells and rad cradle.

Relocating the battery

The battery must be relocated to the rear of the cab. The preferred location is at the back of the passenger side frame rail. Connect the frame rails with 1 1/2” square tubing. This member is needed for stiffening the rear of the frame and also as the support for the battery box. Use #2 welding cable for making the battery cables. A **boost terminal** must be mounted to the frame. It needs to be accessible without having to crawl under the vehicle to connect if ever required.

We choose to use an existing frame hole just to the rear of the shock mount, indicated by the red circle in the pictures. Use an insulator, a 3/8” bolt with star washers on either side and two nuts. Double nut the bolt on exposed side. This provides something for the booster cable clamp to attach to.



Cab Prep-time

Now is the time to remove the doors (remember to replace the door pins and bushings before re-installing the doors). Remove the rear glass and porthole windows (not used in final conversion).
You are now ready for the point of no return for your beloved S-10 to the way it was (cute, ordinary, but BORING!).

For the task shown to the left you will need a good sized ball peen hammer, safety glasses, and a kleenex (to wipe the tears) as you gently massage the sharp cab corner edges to a slightly inverted contour. Remember these will never be seen again once the new cab skin is attached. This provides the necessary clearance for proper fit up. Don't get to carried away as just a bit should do. Make sure to do the other side of the cab the same way. When you're done use a wire brush to remove any loose paint and prime the bare metal.

Remove the circled lower fender mounting tab using a cutting disk. This will interfere with the lower part of the door that bulges out and will impede proper door operation, if not removed.

Attachment Strips

Using a sanding disk remove the paint to bare metal, using a 40 grit disk, 3/4” back of the door jamb and in the door jamb to the first stepped lip. This is in preparation of adding the door jamb cab attachment strips. The strips are 3/4” X 1/8” flat iron. This needs to be bent on edge to match the contour of the cab to the upper and lower positions as shown in the pictures.

These strips are welded to the cab as shown (yes the doors should not be on but..). locate them approx. 3/16” back of the door jamb so when the cab skin is positioned around it, it lines up with the door jamb. Weld the strips to the cab skin. The same strips will be attached to the doors in the same manner. Along the back edge, bottom and lower front edge of the door . The bottom edge or the door requires some attention.

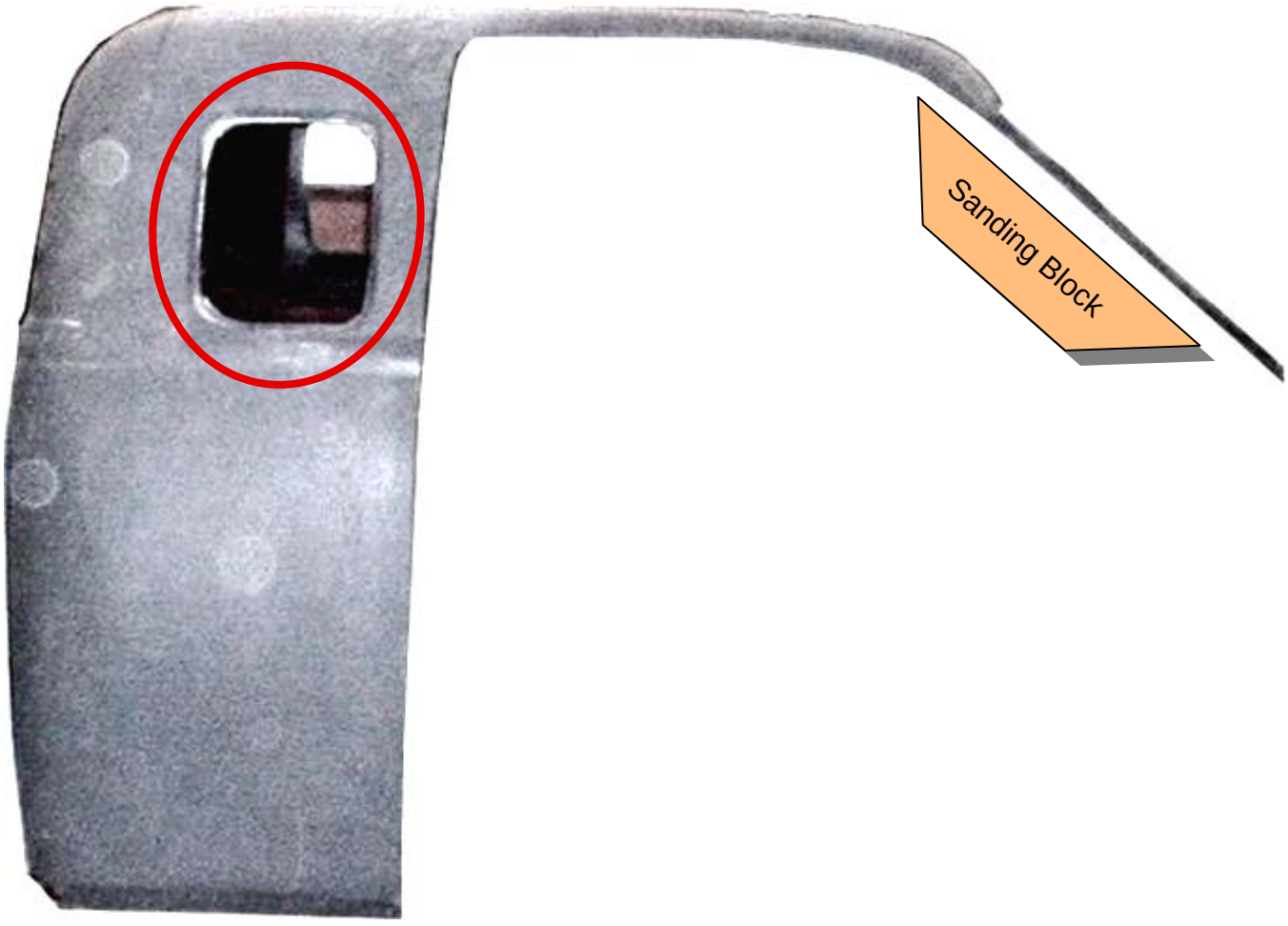
Trimming the Fiberglass Pieces

When trimming the pieces ensure you stay back of the mold edge lines and/or the scribed lines. The tools we use when trimming fiberglass are :

- 4 1/2’ angle grinder w/ zip disk cutting wheel
- 3/8’ electic drill and assorted sanding drums
- pneumatic die grinder with cutting disks
- assorted sanding blocks and 80 grit paper
- 180 grit paper for finish shaping
- a good fitting dust mask
- a face shield.

Trim pieces close to the lines with a zip disk or cutting wheel. Then use the sanding drums and sanding blocks to sand up to the finished edges.

See the rough cut has been done in the port-hole window. At this point finish to the trim line with a sanding drum. A larger one for the long edges, a smaller say 1’ one, for the corners.



Positioning the Cab Shell

The next step requires another person to help lift and stretch the body over the cab. A pair of gloves and cheap metal body filler spatulas are necessary at this point. The body is quite flexible, with one hand on the bottom of door flange, as shown by the arrow, the other hand supporting and lifting the back of the cab. Pull the body shell open, outward, allowing it to go around the cab edge and slide position onto the cab, starting at the back of the cab moving it forward. It will take a bit of a stretch to get it to fit, but it will all of a sudden slip on. It usually gets stopped behind the attachment strips (not shown in picture). Use the spatulas to act as a soft ramp to aid in getting the cab flange over the attachment strips. Now proceed to align it to the S-10 cab. It can be shifted from side to side slightly, enabling it to be positioned properly.

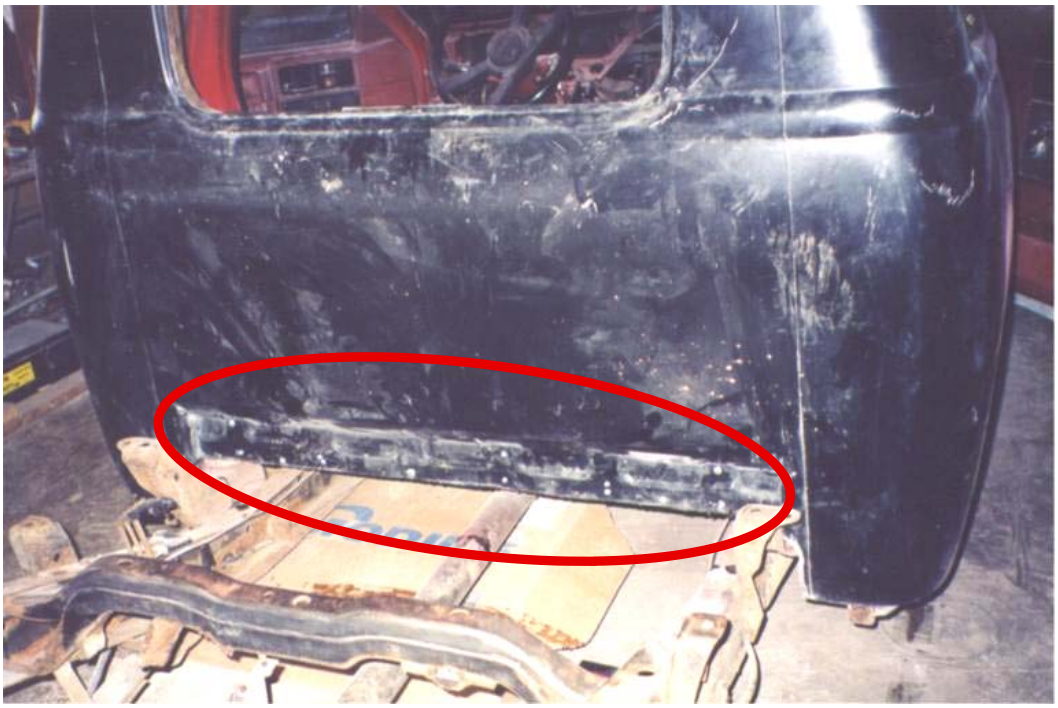
Red Arrow
Take care to ensure that the back of the cab gets positioned down in front of the front box mounts of the frame.

It's coming just keep working it into position. Be aware of pinch points, watch your fingers! Just a little further and she'll be on.

When it ‘s in position then do the aligning of the body. The back bottom edge of the cab shell should line up with the bottom of the S-10 cab. Adjust this first and clamp. Verify by checking how windshield pillars line up . Shift and tweak the alignment at the back to get this lookin’ right, as shown in the lower picture.

Once you’re happy with the basic alignment attach the cab skin securely with 3 sheet metal screws across the back and 2 on each side rocker panel, as shown on next page.

Attaching the Cab Skin



Use screws to attach the cab skin to the S-10 cab.

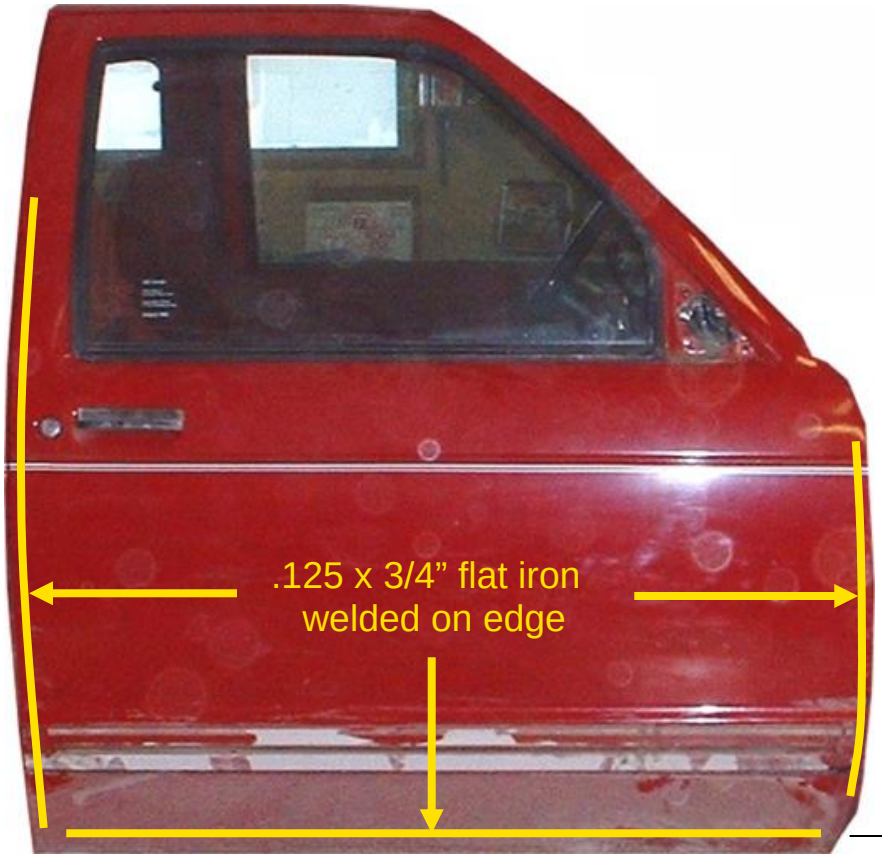
Next drill, countersink and tap the cab skin door jamb flanges to the attachment strips. Use the tap drill for a 10-24 machine screw, countersink sufficient to hide the head and tap threads into the attachment strips. I like to use 5 screws per side.
After this has been done, remove the cab skin to prep it for epoxy. Final attachment.

This is a good time to seal or repair any rust spots on the original S-10 cab and doors. Once the panels are epoxied and attached to them they will never be seen again.

Apply a liberal amount of epoxy along the bottom edge and 3” up the ribs. The epoxy being used here is Industrial Formulators Powerfil 10. Once mixed it must sit for a blend time of 30 minutes. After that it can be applied and has a 1 hour working time.

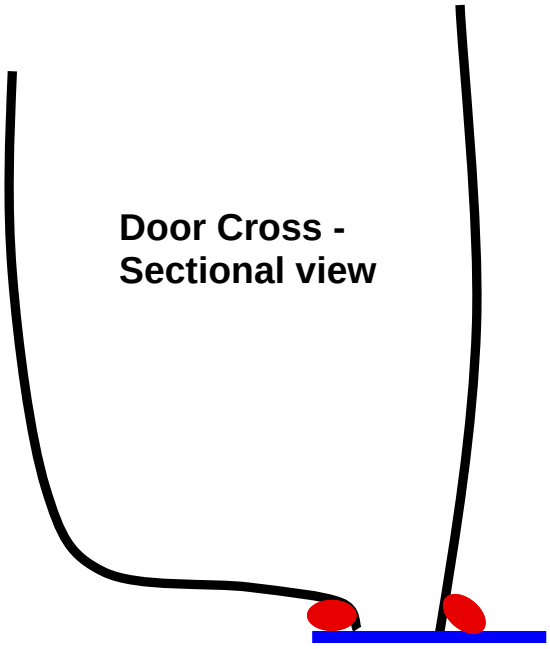
Apply epoxy to the rear portions of the rocker panels and the door jamb attachment strips at this time as well.
Then it’s time to re-install the cab shell into place. Attach with the rear cab screws at this time only.

Next proceed to add additional epoxy to the attachment strips. Use a screwdriver to pry the cab shell flange slightly away from its rest position and force epoxy in behind the flange. Once this has been done from top to bottom remove the screw driver and install the screws coating them as well before tightening them. After both sides are epoxied and screwed, screw the rocker flange tight. Using a metal autobody spatula use remaining epoxy to fill the gap and the screw heads. This aids in a seamless appearance later.



Prepare the doors for welding the attachment strips. First cut-off 5/8" off the bottom of the door. This will provide clearance for door bottom to ground effects boards. Weld the attachment strips to the door as shown in picture to the left. The door bottom strip must butt against the cut bottom

—— -cut line - remove 5/8" off the bottom of the door.



Align the bottom attachment strip flush with the inner panel side. This strip **must** be welded both sides of the panel, as indicated by red circles, otherwise the door bottom will be loose.

The next task is that of fitting up the doors. Position the door skin flanges over the attachment strips. There is usually enough holding force to get a quick see how it will fit. A bit of duct tape is a great help for this also. When the skins are aligned relatively close drill a couple of holes through each flange and attachment strip. Countersink the hole in the fiberglass, only enough to hide the head of a 3/4” 10-24 machine screw. Tap the hole in the attachment strip to 10-24 size.

The occasional shim washer may be used to get things to line up, no problem. The body skins are all attached both mechanically and with epoxy. Once the door skin is aligned it should look like the above picture.

Next is to remove the door skins and cab shell in order to epoxy the pieces permanently into shape. ONLY WHEN YOU’RE HAPPY THINGS LINE UP OK ,EXCEPT FOR A BIT OF FILLER HERE AND THERE. Remember the amount of shims used and their location.

Read the epoxy instructions before using, some require an amount of blending time before application.

The doors are next to do. Follow the same procedure as shown for the cab.

Once the epoxy has cured 24 hours re-install the doors. Congratulations, you're on your way to that custom ride you've been waitin' for.

The hood and frontend require a metal structure to be attached to each of them for rigidity and to facilitate the hood hinging rods. This will already be done on a deluxe body package.

The translucent stiffening rib reinforces the fender curve and is used as a mounting flange. With the hood installed onto the frontend, we are now ready to position it onto the truck (oops first trim the fuzzies from the brace).

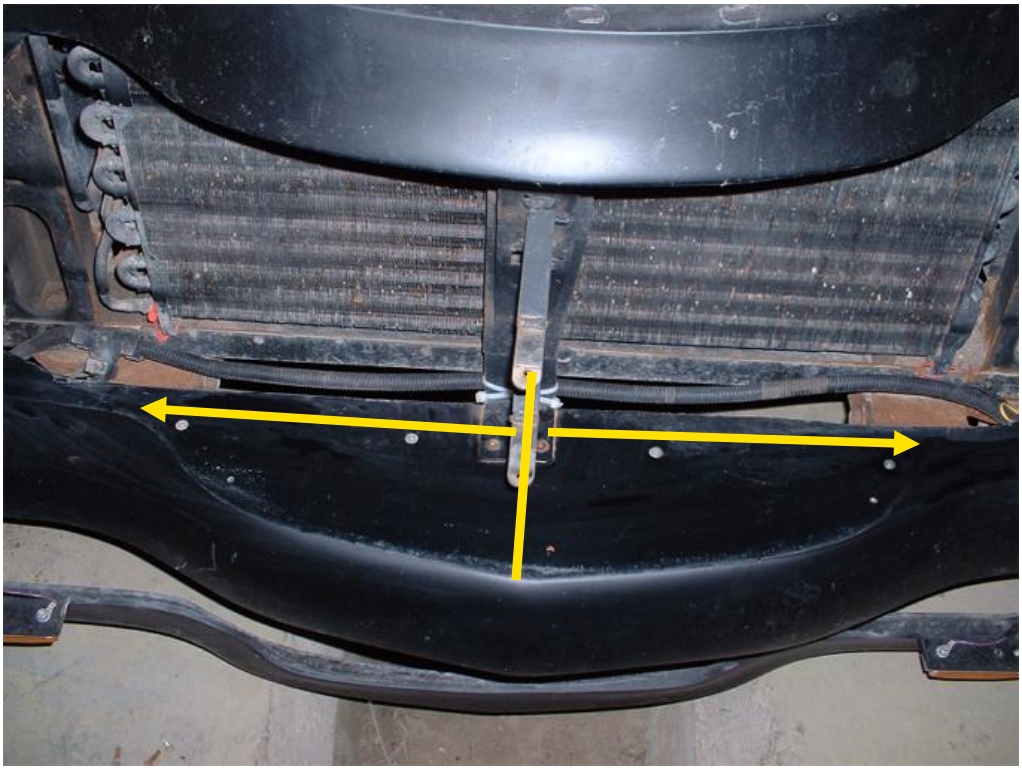
The blower fan box must be modified as shown to be able to install the front end. Yes it will still work. I have driven our test driver at -25 degrees with the windows clear and me warm. A slit must be cut in the sheet metal just back of the mounting flange.

With a body hammer or small ball peen hammer, gently create a dent back of the slit as shown above. The metal in front of the slit can now be hammered over carefully to give a clean look . A bit of epoxy at this seam and it's weatherproof, or weld it shut. If welding it shut make sure to remove the blower assembly so it doesn't melt the flange from the heat.

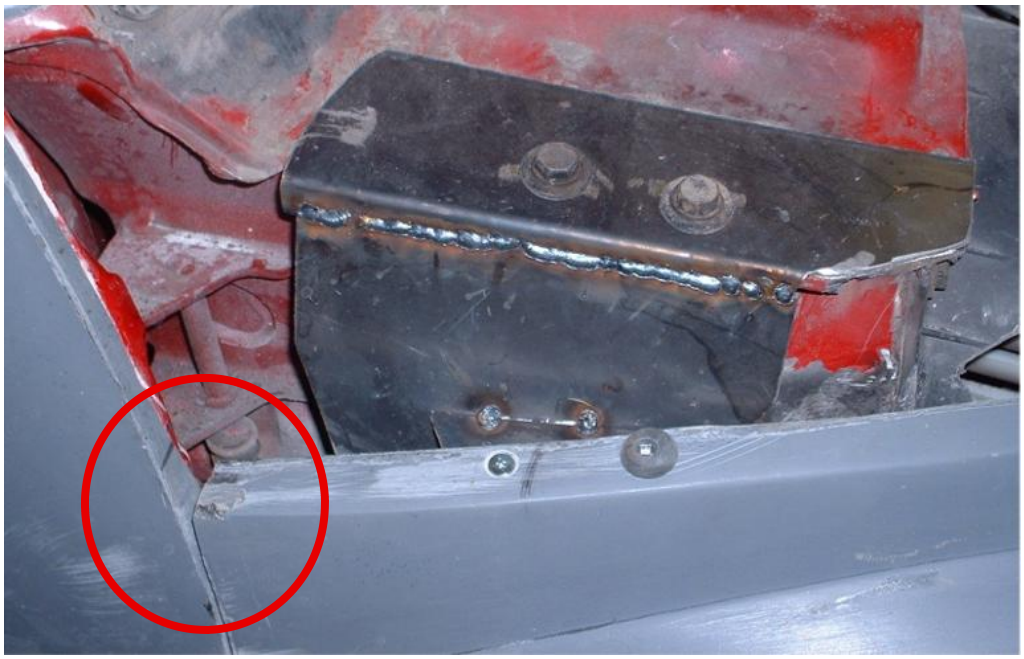
This is why the mods need to be done. It's a tight fit but there is adequate clearance for the front end bracing and brackets. Make a cover as shown and she is ready for action.

Position the frontend into position by resting the bumper shroud on the 1 x 2 bumper bracket. Use jack stands to position the bottom of the fenders at the appropriate height. Use the fender groove as an indication. It needs to be just slightly above the door groove.

Bolt the upper brackets in place on both sides as shown below.
(Your brackets may look, mount slightly different, the concept is still the same.)

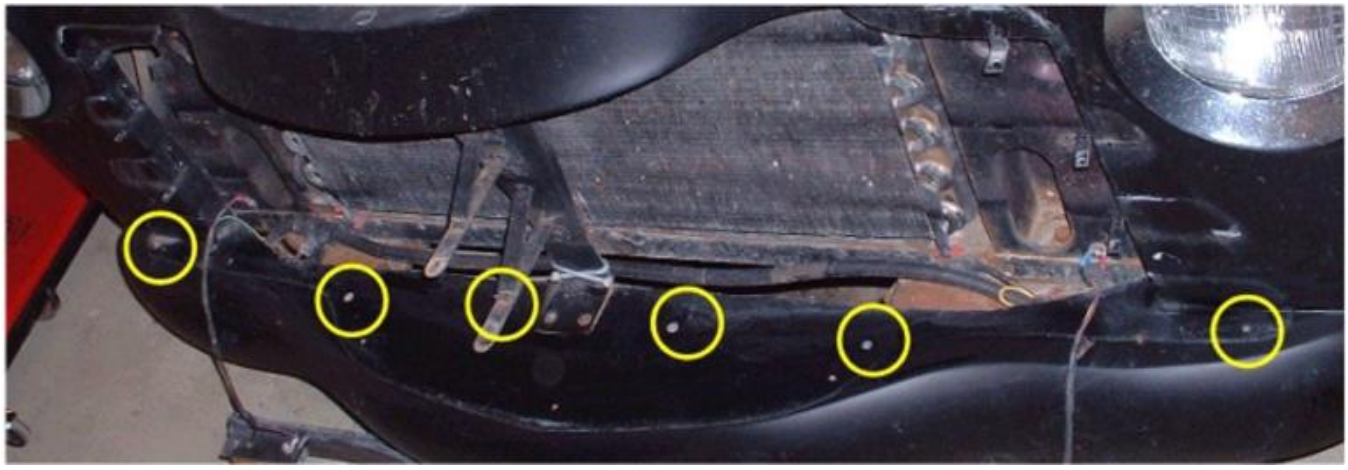


Find the center of the grill opening and make a mark on top of the bumper as shown. Using this as a reference, center this mark between the bumper / frontend support bracket. Clamp securely in this position. Do not attach with screws yet, as shown in the picture.

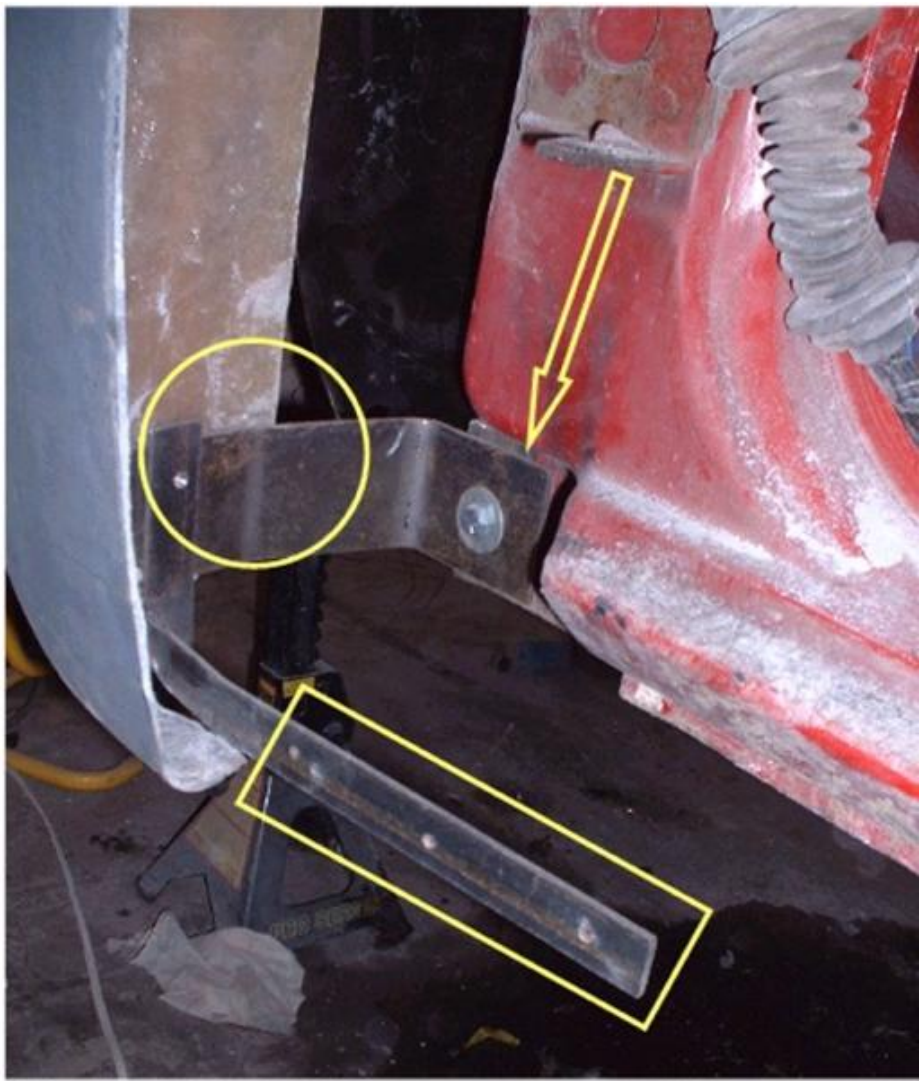


With the bracket bolted in the middle position of the slots, align the fender to the door. Use clamps or duct tape to help hold its position. Ensure the alignment of the door and frontend along the fender curve and especially at the area within the circle.

Now is the time to secure the upper ends of the brackets. Clamp the attachment piece under the fiberglass flange and drill two pilot holes. Drill through both the fiberglass and the attachment pieces. Use #10-24 screws to secure the attachment piece to the front clip. Tack weld it to the bracket. Do the same on the opposite side of the truck. Finish welding these brackets later, when the brackets can be removed to avoid damaging the fiberglass (scorching or burn-



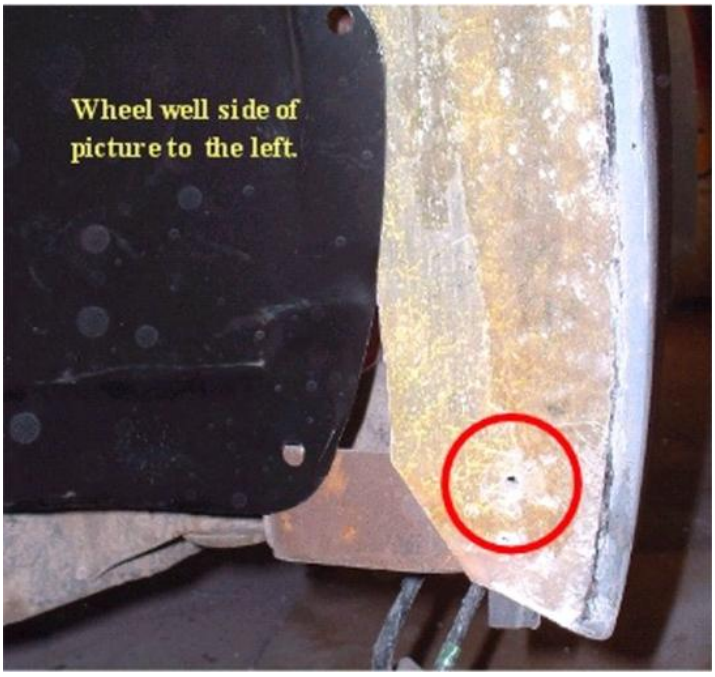
Attach the front clip to the 1 x 2 bumper. Drill 7/32” holes in the locations as indicated by the circles. Countersink and tap them to 1/4 - 20NC. The clip is now secured at the front and upper rear locations. Next, it’s time to mount the running boards to the cab. A bracket connects the front clip and boards to the cab. (below)



Bolt the bracket to the lower fender mount location (arrow). Clamp it to the fender brace in the circled area. The flange within the box is screwed to the tubing inlaid into the running boards. This will hold the fenders and boards in align.

When lining up the front of the running board make sure the fit and alignment of the fender and the board are good. A little filler will make them perfect!

Trim the running boards. The boards must be installed starting at the rear of the cab. Tighten a clamp on the rear flange (in the circle). Next, line up the running board and the fender. Clamp and set one screw to hold the running boards to the bracket section shown in the box on the previous page. Now position the running board onto the rocker panel, it should reach to the inner curve of the rocker (arrow). Trim if necessary to fit as shown. Temporarily fasten with small self-tapping screws in approximate locations shown below.



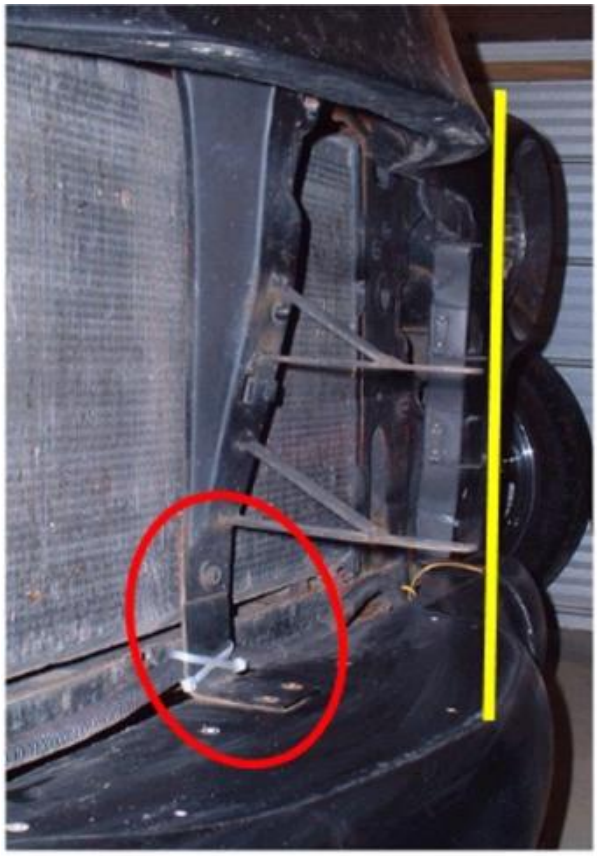
Drill a 9/32” hole through the bracket and the fiberglass fender brace. Tap the hole 5/16 - 18 NC. Bolt securely using a lock, fender washer and a 5/16 x 1” bolt.

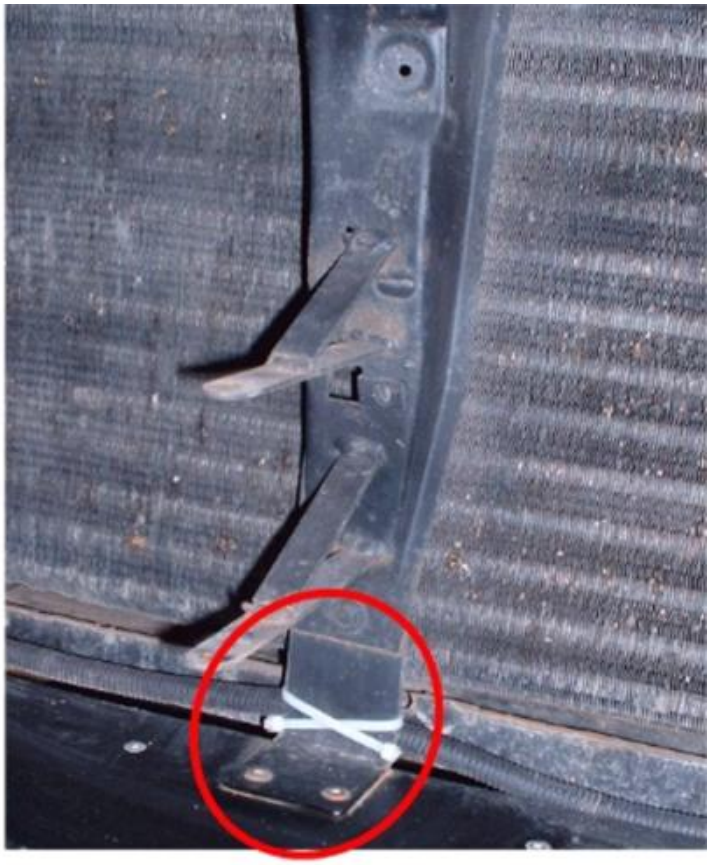
Note: Brackets may vary from those shown as these are prototype brackets.

Use a 3/8”x 3/4” self-tapping screw to attach the fiberglass fender brace to the upper fender mount. This must be done from the wheel well opening side, as access to it is difficult once the doors are installed. Using too long of a screw here will cause screw to door interference. **Scratches!**

Front end Support and Latch Mounts

The original S-10 latch and striker / spring assembly is used to latch the front of the hood. The safety hook is NOT used. Make an opening just large enough for the top of the latch assembly to fit through. The latch is to be centered (the round hole) in the width of the frontend. The latch assembly must be trimmed before installation as shown below. The hood release cable is used. Connect it. Use the original mounting bolts to attach this to the frontend.





An angle bracket needs to be made to connect the lower end of the latch assembly brace to the bumper. Make this out of 1/8 x 2” flat iron 7.5” long. Bend it at the 3” mark. The 4.5” long end needs to point up and be drilled to match the assembly brace bolt hole location. The gusseted tabs protruding perpendicular from the assembly brace are used to support the middle grill bars. The length they need to be is determined by measuring the distance from the yellow line back to the brace, with the lower one being 4” up from the bumper, the upper 8” up from the bumper. The top of the gusset is to be 2” above its horizontal counterpart. These shall be made of 1/8 x 3/4” flat iron. Drill a 1/4” hole 1/2” from the end and countersink from the underside. We will leave the installation of the grill bars until after we’ve installed the hood.

Bolt the hood pivot assembly into place using the 7/16” allen head cap screws. **Do not tighten. Snug them, then loosen them 1/2 a turn.** This will enable the shaft to rotate freely, allowing the hood to open smoothly.

Hood Installation

The hood requires two people to install it. The hood pivot heim ends are bolted to the front attachment points on each side of the hood. Bolt one side up at a time, using 3/8 - 24NF x 1.25” bolts.

The follower rods are attached to the remaining attachment points on each side as shown. The hood can be adjusted for proper alignment. But only do a little at a time or it may become difficult to open or not fully seat. Remember - slowly but surely wins the race.

Hood front Striker Alignment

The striker and spring must be mounted as shown to the underside of the hood. Install the original striker and spring assembly from your S-10 as shown above. Position it in the center of the hole to start with.

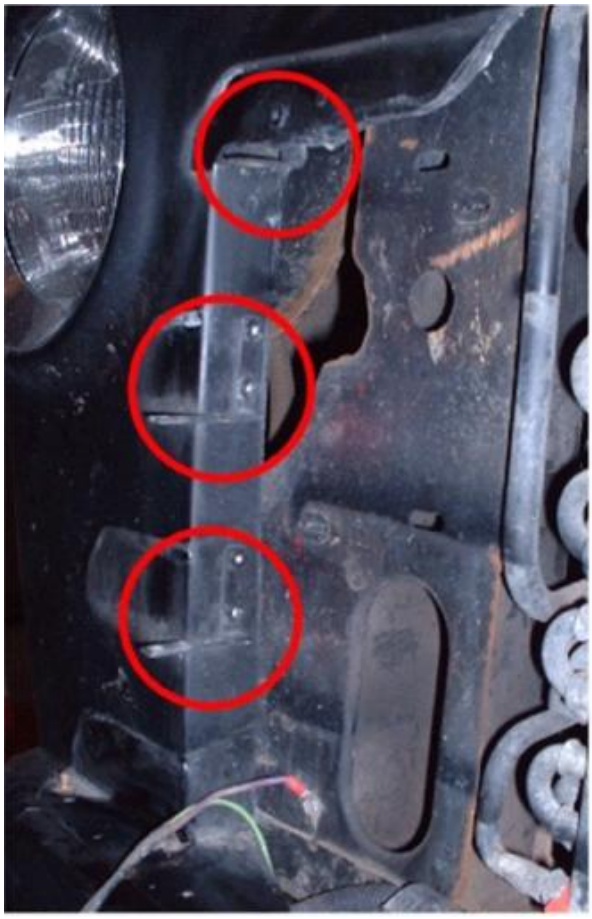
Slowly try to close the hood while watching to see how the striker lines up with the latch. Adjust as necessary to get them to line up smoothly. Gently push down on front of hood. If the striker does not seat doubly in the latch or does so prematurely. Adjust as required. It should latch just before the hood touches the nose.

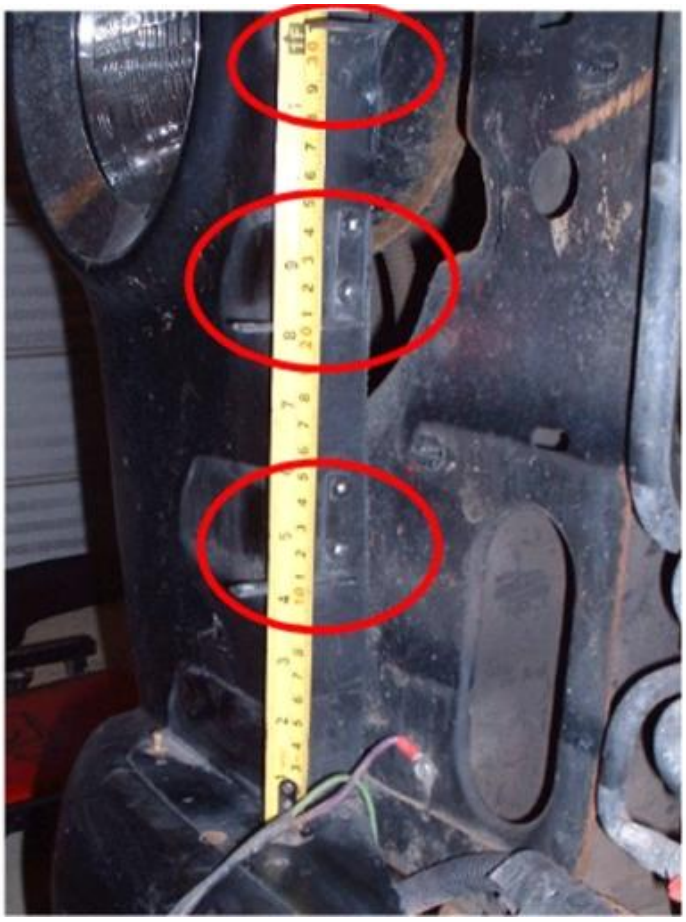
Hood Rear Latch

The rear latch plate is made out of 12 -16 ga metal. It is made to copy the profile of the latch. Position it so the rear of the latches in line with the leading edge of the cowl vent as shown by the yellow arrows in the top and bottom pictures. The handle is bent out of .125x1/2" flat iron. Make the bends so that the upper position the handle is just below the underside of the hood.

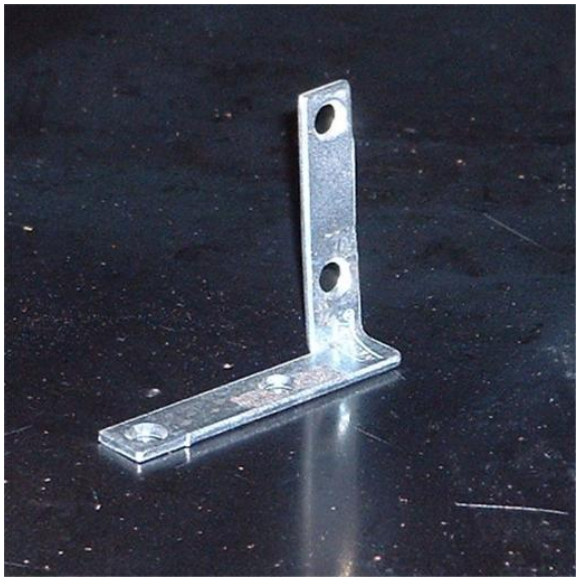
The striker bolt is attached to the hood bracing rib. The best way I've found to find it's exact location is to first mount the latch and ensure the jaws are closed. Then close the hood. Using a pencil, reach in behind the rear of the hood, insert the pencil through the latch hole and trace the circle. Drill a hole the size of the striker bolt and set it in place. A nylok nut and flat washer on the back side are used to lock it in place. It's ready for a trial shut and final alignment.

Grill Bar Brackets

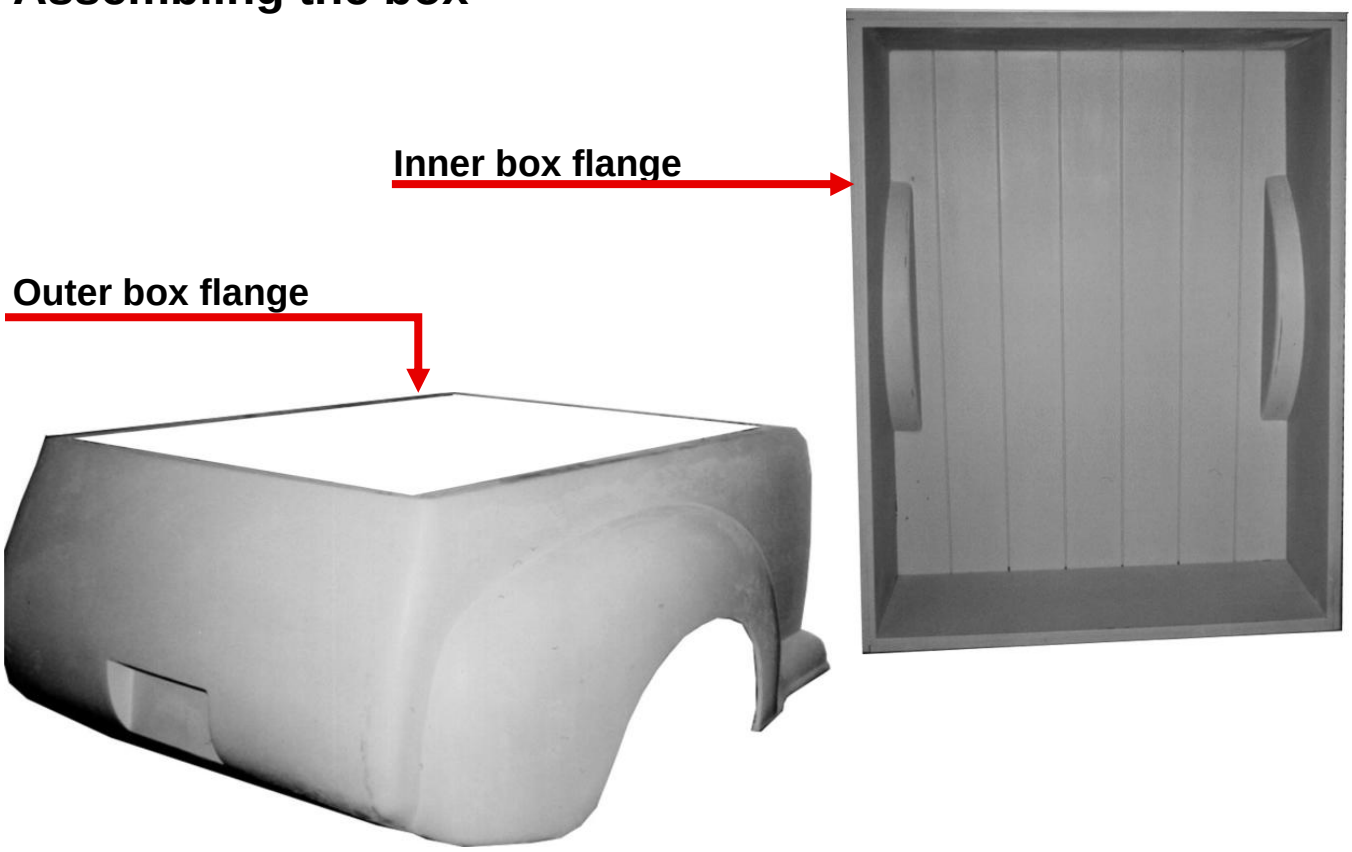




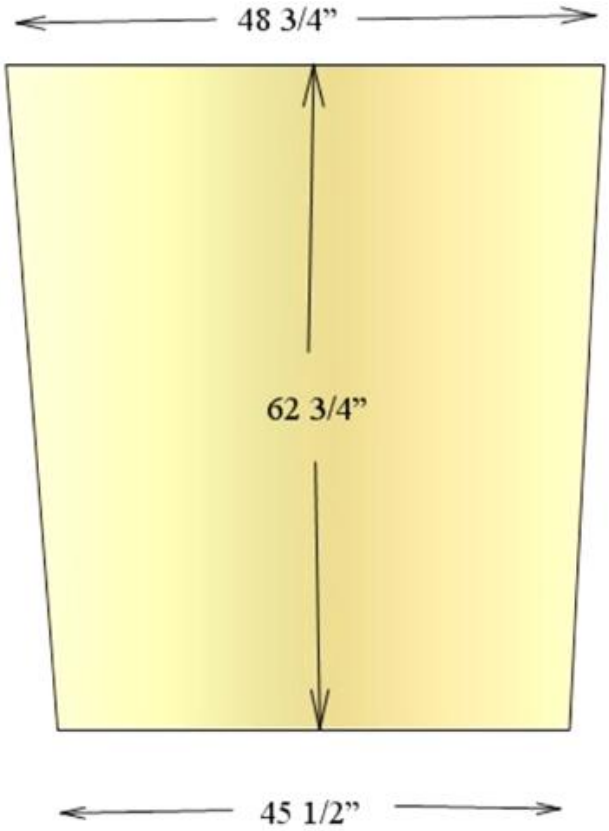
The grill mounting brackets are to be laid out and attached as shown. The bottom of the grill bars are 4” apart. The brackets are made starting with a corner brace as shown below and bent over in a vise to form the support. These corner brackets are available at any hardware store, and are 2”x2”. If this doesn’t look hi-tech enough, go for it, build your own, this gives an idea of what’s needed.



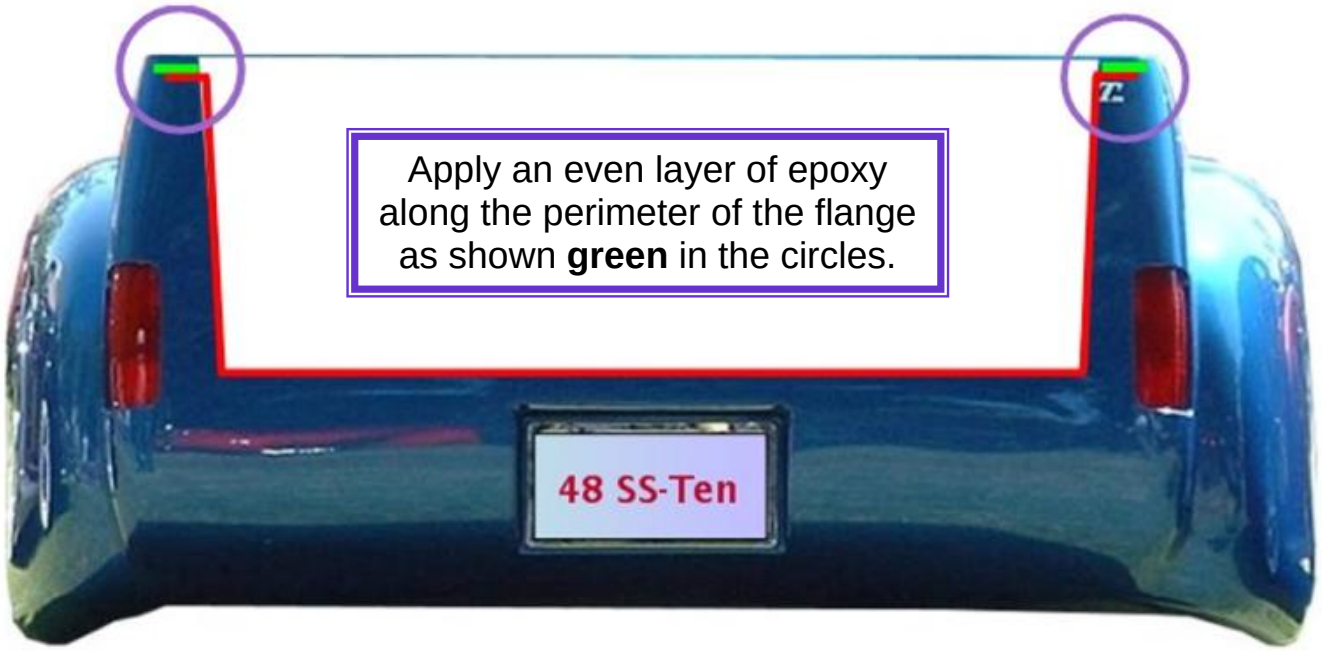
Assembling the box



The box is made up of two main pieces, the inner and the outer. These must be epoxied together. Place the inner box component on a pair of saw horses. It is important to make sure that the box sides are in a straight line instead of curving in (the way they are). To aid in this use a sheet of 3/8" plywood or similar material. Cut it the following dimensions, to match the box opening. This is now set into the inner box. It should fit snugly, about an inch or so below the box flange. Keep it level with the top of the box. This will ensure your box sides run straight. It will also allow a tonneu cover to be installed should this option have been selected.



This is what things should look like when the two pieces are fitted together and the plywood jig is set into the inner box.
Yes, it's a tonneau cover shown, but it gets the idea across of how it should look. It's important to do this, as it will allow for the installation of a tonneau cover in the future.



Provide the time allotted for the epoxy to cure before moving the box. Once it has hardened it is a unit.
With the help of a buddy set the box upside down on the saw horses for the installation of the inner fender wells, the tubing braces and the fuel door assembly.

The three tubes that support and attach the box to the S-10 frame are to be 1 1/2” x .125 wall square tubing 44 1/2“ long. The front tube is placed right on the front edge. A bead of epoxy will hold this in place until we can glass them in. The second tube is 47” behind the front edge of the first tube. The third tube position is right on the rear . Epoxy the tubes in position and allow to cure. This is a good place to use one or five minute epoxy.

The rear inner fender wells.

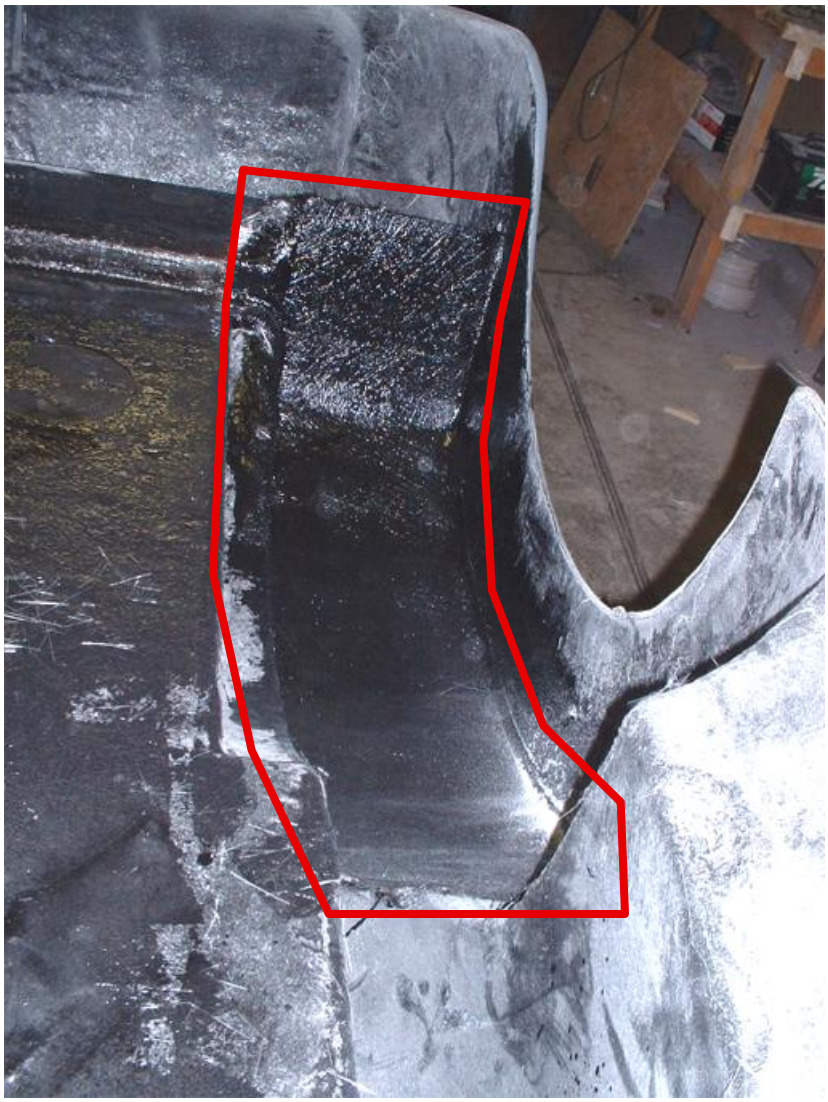
Profile the inner fender well will take.

The purposes of the rear inner fender wells are two fold. The 1st to act as a large fender brace, 2nd to protect the fender surface from starring by rocks flung from the tires.

Fender rear reference point

Fender front reference point

The spacer blocks shown to the right are used to maintain the fender to box distance (wheel well opening) while you glass in the inner fender well. Use the same size of dowel or block of wood on each side. The front reference point inside measurement is approx. 68 1/2”. The rear reference point inside measurement is approx. 66”.



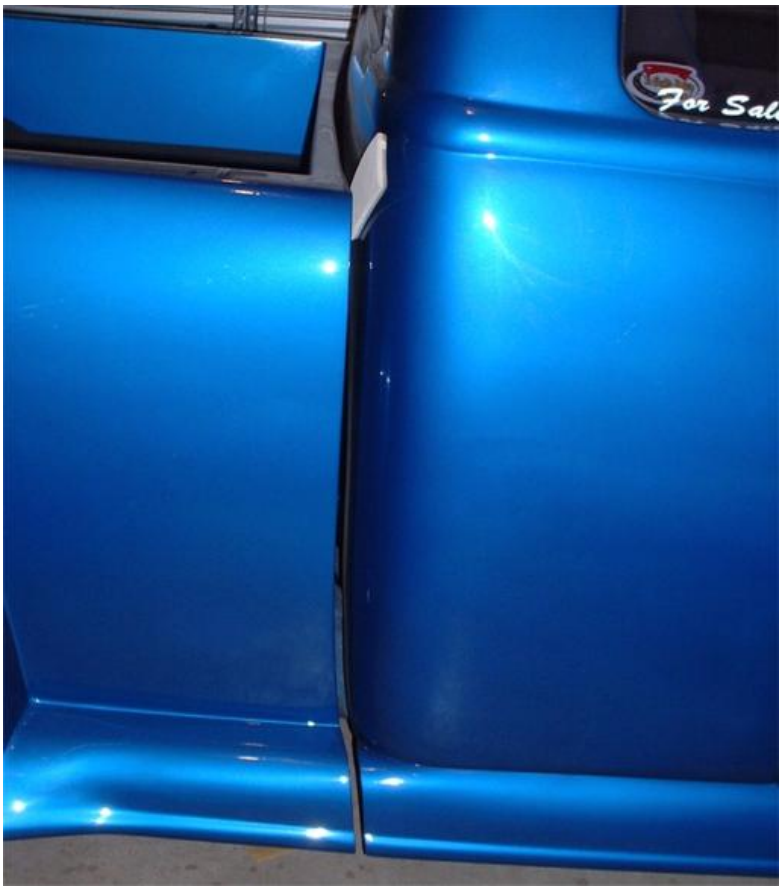
This is what it will look like when you've done the fiber-glassing. Use Choroplast (plastic cardboard) or card-board to form the inner fender wells. This is set down into position. Use duct or masking tape (from the back side to hold it in place. Onto this fiberglass 3 layers of 1 1/2 oz matt. Cut the matting 2 - 4" wider than the backing in order to bond to the inner box side and the outer box side. At the front it should come up to the bot-tom of the floor. At the rear bring it 3 - 4" above the bot-tom of the floor. This is the time to fiberglass 3 layers of matting around the floor braces. Ensure that each side overlaps onto the floor 2 - 3" for a proper bond.

Once the resin has cured the choroplast can be removed from behind the inner wells, and the edges trimmed to give a clean appearance.

The Gas filler door assembly

When installing the gas filler door panel, make sure to trial fit and tweek as necessary (flanges and hinge arm). It is a good idea to have the door left on the panel bucket to ensure the door is positioned in the middle of the opening. The flat edge (in the circle) should be parallel with the box bottom. This is a good time to use a quick setting epoxy. Otherwise use a couple of wedges and duct tape to hold the piece in place while the epoxy cures.
Next it's time to get the assistance of a buddy or two and set the box in place.

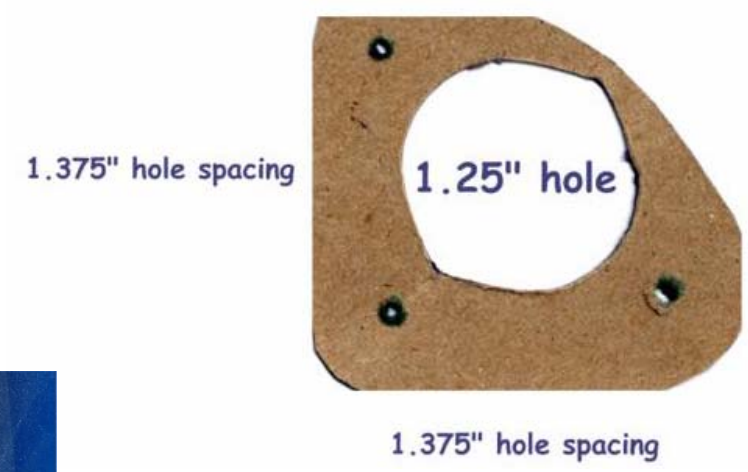
Aligning the box



A 3/8” dual density foam sanding pad works excellent for determining the gap between the box and the cab. Use one on each side, taped in place. Then measure the distance from each side’s tire to the outside of the fender. Reposition until the box is centered.
When the box is in the proper position, clamp the box support tubes to the frame mounts. Use a minimum of three clamps. Drill 3/8” min. mounting into the bottom of the tubing. Bolt the tube to the frame before you drill the next hole. This just ensures the box is always clamped at three or more places.

Odds and ends you should know about.

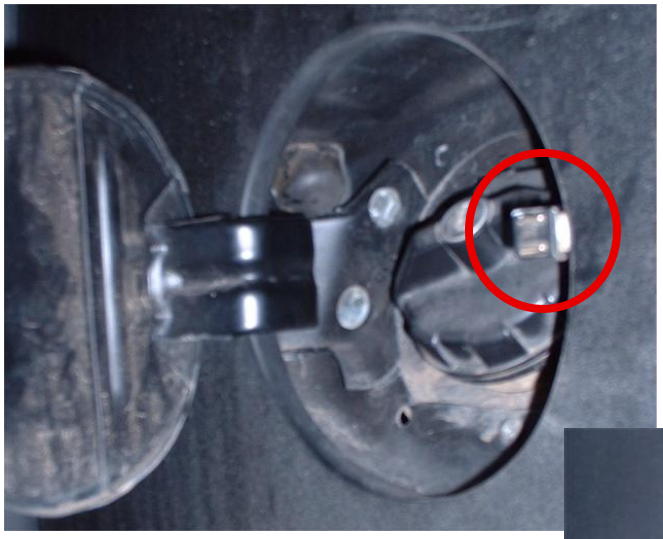
The wiper arm bases require a 1/4” spacer to be installed between them and the cowl. This makes the bottom of the wiper arms sit a bit lower. The wiper arms need to be bent to prevent rubbing on the back of the hood. Too much of a bend and they really don’t work that well. The spacer can be made out of 1/4” plastic or lexan. Build two, as shown, one for each side.



The mirrors that are provided in the deluxe conversion package are the VF-1 from **Visions Hotrod Concepts**. Refer to the instructions for mounting them enclosed in their shipping box.

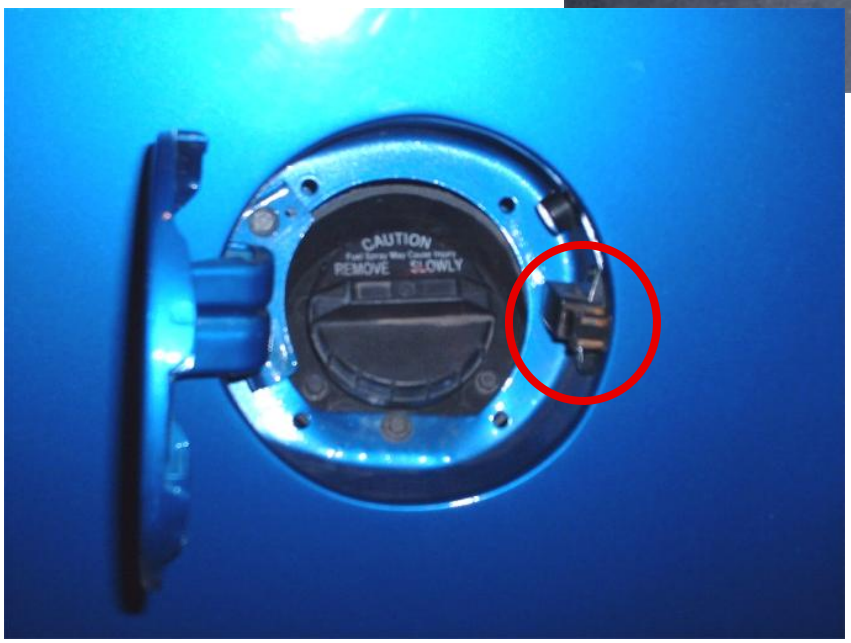
The frenched headlight kit and mounting hardware is from **Hagans Streetrod Necessities.** Follow their instruction sheet for installing the headlight hardware, adjustment and the trim ring.

Gas tank filler



The S-10 filler tube is used as well as the plastic mounting shroud. Both need to be altered. The tube needs to be shortened to about 3” before the bend. The plastic shroud needs to be trimmed to fit as shown in the pictures.

A magnetic push release is installed next (in the red circles). An angle drill is best for this or else the filler door must be removed to get access. The hidden button for the keyless entry works well in this location.



OOPs!! I guess it’s not a secret now. Put it wherever you want, but I like this location. It makes it easy to push the button and open the door if it’s ever needed.

Tail lights

The S-10 taillights can be used or any other light arrangement or configuration that you choose. For the sake of the manual we will show you a few examples of what we've done, using stock S-10 tail lights.

- remove the chrome trim off the lens.
- CAREFULLY grind the raised portions off the lens (the stuff behind the chrome trim).
- measure the size of the lens to determine the size you can go to. Try and make the opening inside of where you grinded off the raised portion.
- layout your design and carefully cut it out.
- position the tail light into the opening from the backside of the box to make sure all looks OK.
- spray the lens with a fiberglass release agent or wax 4 times with a mold release wax or hi quality paste wax
- use a fiber reinforced filler to bridge the gap between the light and the fiberglass. Mix up enough filler with extra hardener to cover an inch around the back side of the opening. Then reach in behind and push the tail light into position, causing the filler to ooze out around the opening and to the edges of the tail light. Once this hardens it will be the exact contour of the lens. Remove the tail light and sand the opening to its desired shape.
- after the bodywork is finished, the truck is painted, use windshield urethane to hold the tail lights in place.

Congratulations

At this point you have completed the first phase of the basic body conversion. Good work. It's lookin' good. Reach over your shoulder and give yourself a pat on the back, unless someone's there to do that for you, cause you've got the looks of one **SWEET** Ride!

Prepping for paint

Block sand the entire body to ensure that the body and parts are straight and correct before the first coat of primer is applied. During the 80 grit sanding the flash lines are ground out and filled as necessary with a quality body filler. Also, while blocking with the 80 grit, all the door, hood and body bead lines should be checked for consistency and edges checked for roundness. Use body filler as required to achieve excellence.

The 80 grit sanding leaves an excellent adhering surface for primer. When all the parts have been sanded and prepped with 80 grit, apply a few generous coats of quality epoxy type primer. Apply a light or dark guide coat and continue block sanding using 180 grit paper. Following this apply enough coats to allow blocking two more times up to 400 grit paper for finish sanding. Again using a thin guide coat to ensures all areas are sanded completely or reveal areas requiring attention. All things equal you are now ready to paint.

The interior trim pieces

The trim pieces are to be located as shown in the pictures. The door trim pieces are attached through the lower lip into the top of the door panel behind it. The way you finish them is up to you. We have run the door pieces in flat black and it looks great. You decide on the look you prefer, or use them to create your own panel.

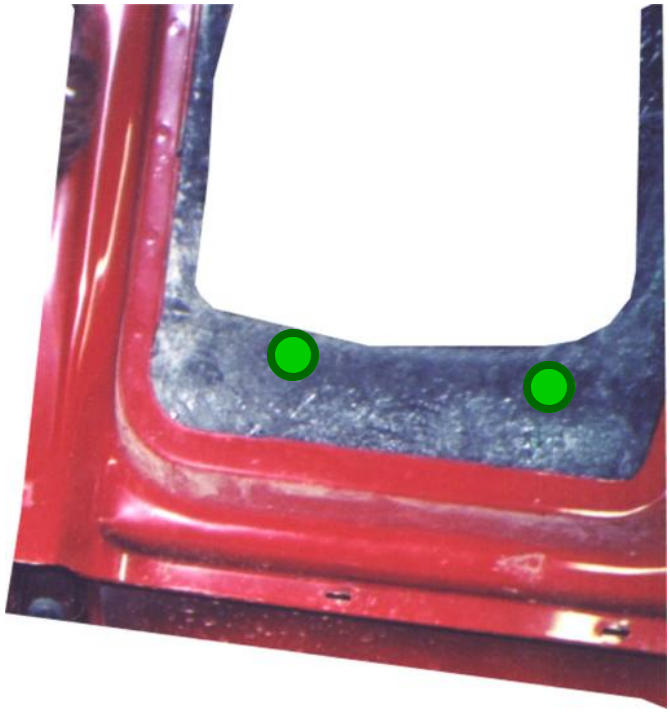
The rear trim pieces are used to fill in the rear window opening. We recommend that you epoxy the rear window piece into place. Epoxy it as well to the fiber-glass cab shell. These pieces are best upholstered to match your interior. The following page has a few examples of variations.


conversion done using stock S-10 interior


Conversion done with custom tweed interior

Installing the glass

The port hole windows and the rear window needs to be installed. This is best done after the paint job is finished.



The port hole glass is positioned from the inside up against the fiberglass body shell . It is then urethaned in place bonding the glass to the inner S-10 window flange. Two 90 degree angle brackets are attached to the bottom flange to prevent the glass from accidentally falling in. The angle brackets' locations are indicated by the green circles. No trim piece is provided for these windows, but make panel to match the exterior hole and be as big as the original glass. Once upholstered they look great, as shown below.

The rear window is a stock size 48 chev rear window. It uses an original style weather-stripping with a bead to lock things in place. If you have experience with this then install it, but if it seems a bit too much get a local glass shop to install it. Better safe than sorry. But hey! That's not what got you this far.

This manual has attempted to show you all the steps necessary to successfully build the ‘48 SS-Ten. We hope it has been an informative tool and a pleasure to build, a joy to own and a delight to cruise in. Enjoy!!
We sure enjoy cruising in ours. Any questions, comments or concerns are gratefully accepted. Thanks again for choosing the custom, cool look of the **‘48 SS-Ten.** The following are some of our rides.

Can't wait to see you cruizin' on by.

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