## **1934 Dodge Truck Restoration: Spec Sheet**

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#### Restoration Story

Next 8 Pages.

WE HAVE THE TOOLS YOU NEED! All the tools needed for this restoration project were found at TP Tools and Equipment.

English Wheels to Welders, Abrasive Blast Cabinets to Buffers and Polishers ... you name it, we have it at TP Tools!

34 RAMJET SPECIFICATIONS

Owner: Bob Zwicker, Canfield OH, Company: TP Tools and Equipment, Website: www.tptools.com, Phone: 800-321-9260, Year/Make/Model: 1934 Dodge 1/2-Ton Pickup, Builder: Bob Darney, Leetonia OH, Fabrication: Bob Darney and TP Tools

#### ENGINE/T ANSMISSION

Year/Make/Type: 2005 CHEVROLET Ram Jet 350 with Electronic Port Fuel Injection System, HP/Torque: 350 @5200 rpm/400 @3500 rpm, Air Cleaner: Custom-made by Darney, Valve Covers: Billet Specialties, Transmission: 4L60E Four Speed Automatic

Frame: Progressive Automotive, Baltimore OH, Wheelbase: 112", Rear End/Ratio: 9" Ford /3:89, Rear Suspension: Progressive leaf spring, Rear Brakes: SSBC Discs, Rear Wheels: Billet Specialties, 17"x8", Rear Tires: Dunlop 9000, 235/55ZR17, Front Suspension: Progressive "Street Ryde", Front Wheels: Billet Specialties, 17"x7", Front Tires: Dunlop 9000, 235/45ZR17, Steering Box: Mustang II Rack and Pinion, Gas Tank: 16 gallon aluminum

#### BOD

Body Style: Dodge 1/2-ton pickup, steel cab, bed and hood, fiberglass fenders, running boards, and grille shell, Body Modifications: shaved hood latches, door handles and hinges, Custom Bed: hand-made bed with powered tonneau cover and custom roll pan by Darney, Bodywork and Painter: Bob Darney, Paint: House of Kolor® Sunset Pearl, Airbrushing: Matt Willoughby Paint Designs, New Middletown OH

#### INTERIOR

Upholstery: Scotts Jr Interiors, Louisville KY, Interior Material: leather with ostrich inlays, Gauges: Dakota Digital, Steering Column: Flaming River, Steering Wheel: Billet Specialties, Air Conditioning: Vintage Air, Wiring: Factory Fit, Seat: Glide Engineering, Stereo: Alpine DVD/CD Player with iPod hookup, MB Quartz amps and speakers, 7' LCD monitor, **Alarm:** Viper Alarm with remote start.



KILLER INTERIOR - by Billy Scott Jr makes you want to climb in and sit down.



RANJE

Metal Magic by Darney! The transformation from a flat

cleaner by Darney lets the Ram Jet breathe in style.



AWESOME airbrushing and attention to detail by Matt Willoughby set this ride off!

# **Restoration Series**

## 1934 Dodge Truck Restoration: Part 1 - Truck Cab



1st restoration - late 70s. Finished street rod in 1978

34 Dodge History - Bob Zwicker, President of TP Tools, has been the proud owner of this 34 Dodge Pickup Truck since the early '90s. Given to him by his dad as a college graduation gift, this truck had already been in the family for many years. Originally, Bob's father bought the truck from a local speed shop. (The owner used to drag race it on the weekends.) The truck was mechanically sound but needed a cosmetic restoration. Bob's dad agreed to pay \$3,000 for the truck and drove it home in a snowstorm.

1970's Restoration - The truck was pretty much there but missing several key items. The front fenders needed work, as they were chopped along the way; and trailer fenders were being used as the rear fenders. Other items included a missing grille shell, grille insert, ram grille shell ornament, headlights, taillights, & windshield frame.

After several months of searching, the above parts were found. Some required piecing two parts together to make one, such as the front fenders; but the restoration was on. The truck was finished in the late 70's and was driven until 2003.

2003 Restoration - Thirteen years and a few minor updates later, Bob decided the truck was due for a total restoration. So the truck was driven into the TP Tools shop, and the restoration began, Tearing down the truck to the frame gave a good look at the chassis. Bob realized it would be best to find a new rolling chassis. Bob discovered Progressive Automotive near Columbus, OH who builds a rolling

chassis for Dodge and other vehicles. The chassis was ordered, and the project waited until it arrived. The new chassis included fully handmade boxed frame rails with tubular x member, a 9-inch rear

end with leaf spring suspension and sway bar, front tubular control arms, a Mustang rack and pinion, and front sway bar. In July 2004,



**Restoration Series** 

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restoration; however, it needed some TLC. Over the years, several cracks appeared in the filler, the doors began to sag, and the floor needed replaced. The new floor

Cab Restoration - The cab looked pretty good from its previous

was plasma cut using a Hobart 250P Plasma Cutter and then mig welded in place with a Lincoln 255 Mig Welder. U-channel bracing was then put under the floor to tie the floor and cab together.

This strengthened the cab so it could be mounted back to the frame.

**Hidden Hinges** - Darney used his metal magic to make new door jambs. He







was then welded in place. Darney states "The Shrinker and Stretcher are a must when making replacement pieces for your



mend it to anyone consider-

ing shaved hinges." Once

the doors were hinged, Dar-

ney installed bear-claw door

latches and shaved the door

handles for a clean, updated

look. (When finished, the

doors will open by remote.)

this piece, and it saved me a lot of body work. This machine will definitely pay for itself on custom jobs like this!"

Lower Cowl Repair - Both sides of the lower cowl were badly deteriorated after the filler and original patch were removed. A front reproduction patch panel was found for a 34 Dodge car. Again, Darney's metal magic was used to modify and blend the piece.

doors just right, Darney used a 8036-55 Shrinker/Stretcher Kit and sheet metal. The patch

classic or street rod. I am amazed every time at what these machines will do."

Darney also replaced the lower skins on the doors. Because the door skin curved from side to side and from top to bottom, Darney used our Metal Ace 22B English Wheel to reproduce the patch panel. According to Darney, "The English Wheel is the only way a compound curve could be put into



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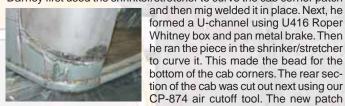




the chassis arrived; and the restoration was on again. At this point, Bob contacted his friend Bob Darney, Leetonia Ohio, for his help and expertise. Bob (Darney), restorer of many show stoppers and devout user of TP equipment, accepted the challenge. In mid-August, Darney stepped in, and the project was under way.

# **1934 Dodge Truck Restoration: Part 1 - Truck Cab**

Cab Corners & Rear Cab Repair - Darney's next step was to replace and rebuild the cab corners, rockers, and the rear of the cab. Originally, the bottom of the cab had a rolled edge or bead that ran from the lower cowl into the rockers and around the bottom of the cab. Over the years, this bead disappeared and was filled smooth with body filler. Darney and Bob agreed the bead added strength and looks to the cab and needed to be put back to its original state. Darney first used the shrinker/stretcher to curve the cab corner patch





Firewall Replacement - The '34 will sport a new Chevy Ram Jet 350, fuel-injected, crate motor. Due to the tight fit, Darney made a custom firewall for the truck. The replacement firewall has a recess for the distributor. He used our 8036-88 18" Panel Beater Bag and 8036-90 Tear Drop Mallet Set to hammer-



Applying Auto Body Solder/Lead - After all the patch panels were welded in place, Darney used auto body solder/lead to fill in low spots and seal the edges of the patch. Darney states, "Auto Body Solder/Lead is the only way to keep water from coming through the seam of the patch and causing popping problems like auto body filler can. It will not shrink or crack, and that's why I use



it on all my restorations." (See page 81 for how-to details.) After the leading was done, the cab was sprayed using our TP Gravity-Fed Turbine Paint Spray System. The epoxy primer used was a nonsandable, corrosionresistant primer which provides excellent adhesion to the high-build primer, which was used next.

High-Build Primer Application - Now that the cab was in its newly modified state, it was time to apply a high-build primer. This primer is a thicker material and is used



to fill in minor imperfections. It was sprayed using our TP Turbine System with a 1.4 mm nozzle setup. Darney applied 2 heavy coats

setup. Darney applie using the gravity-fed turbine oun.

formed a U-channel using U416 Roper Whitney box and pan metal brake. Then he ran the piece in the shrinker/stretcher were primered, Darney applied body filler

to areas as needed. The cab and doors were then sanded with a Hutchins straight-line sander (HTN-2000) to smoot



(HTN-2000) to smooth and level the filler and primer. The cab and doors were again primered and then hand block-sanded with Dura Block Sanding Blocks (page 85). This primering and sanding process was done over and over until the body was totally smooth and free of any imperfections or waves in the metal.

Front End Assembly - With the cab about finished and ready for paint, Darney's next step was to start assembling and fitting the

front end. The old steel fenders were very thin and had several stress cracks, so he purchased some fiberglass components. Darney then installed a fiberglass grille shell, fenders, running boards, splash aprons, and the original steel hood. The



he fiberberglass c, running ons, and odd. The fiberglass looked great but required extra sup-

ports, bracing, and modifying to make them look and fit just right. Darney's next major project was hand-building

the custom steel bed. The bed features a handmade, hard tonneau cover which is hinged at the cab. The cover tilts up and down using power actuators mounted in the bed. Featured tools were Shrinker/Stretcher, English Wheel, and our Planishing Hammer (Check-out the rear roll pan in photo - all formed with planishing

hammer.) Read about it on next page.





See following pages for the complete restoration story.

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panel was run through our new pro-

totype bead roller (available soon)

to make the panel stiff. The edges

of the hole in the cab were crimped

with our WL-M661 punch flange tool

to create an offset in the steel. This

offset created a flush surface for the

new panel. The panel was then mig

form the recess. Darney claims, "A beater

bag and mallets are necessities wh<mark>en doing custom metal work, and they're </mark>

relatively inexpensive." Darney added a

rolled edge bead around the recess and

on the firewall for appearance, again us-

ing our prototype bead roller.

welded in place.

toration

## **1934 Dodge Truck Restoration: Part 2 Hand-Built Bed**

Hand-Built Bed - Darney and Bob agreed the old wooden bed must go, so Darney used his metal magic to create a unique custom steel bed. The first step was to create a cardboard mock-up for size and styling. Next, he started the building



process with a u-shaped piece of 18 gauge steel to form the sides and floor of the bed. This was done by bending the steel in one of TP Tools' 8ft sheet metal brakes.

Later the front was made and then tack welded together using a



After the framework was mig welded to u-shaped bed floor, Darney

mounted it to the frame. Next, he clamped a  $1^{1}/_{8}$ " length of pipe to the top edges of the bed sides to form a curved edge. To make the front and rear corners structurally strong, Darney created a curved exterior stake pocket for the front and rear of the bed. Darney used



hidden hinges and internal locking latches. He started out with a 1" welded tubing framework, then covered it with sheet metal on the inside. Rather than leaving the exterior of the tailgate flat and smooth, Darney purchased a reproduction Dodge tailgate. The center



truck frame.

Lincoln Mig Welder. Once

this was in place, Darney

fabricated a tubular framework for under the bed that

would provide strength for the tailgate and support the

bed when mounted on the

a Hobart 250 Plasma Cutter to cut the front and rear curved pieces of the stake pocket. Next, he tack welded a flat metal strip between the above pieces to form the center of the stake pocket. Later the pocket was mig welded in place and ground. Darney says, "The Hobart 250 Plasma cuts metal like butter, and it does not even distort the thinner sheet metal. It is definitely an asset when doing custom fabrication."

Tailgate Fabrication - For a unique look, Darney fabbed an awesome tailgate with



Dodge tailgate. The center embossed section with the word *Dodge* was plasma cut out of the tailgate and welded in place on Darney's gate. Sections had to be added on each side to finish the installation.

Darney used auto body solder/lead to fill in and seal all seams and edges. See page 81 for the step-by-step leading process he used on the



tailgate. Darney is a firm believer in auto body solder/lead and says, "Lead is the only way to seal out water from the seams. It is not worth taking a chance and having a spot pop up later down the road." Roll Pan Fabrication -Darney's next phase on the handmade bed was to create a steel roll pan instead of using the old fiberglass one (left). The roll pan was a fairly complicated piece to build. It had multiple curves and contours and would really



finish off the back of the truck, if done correctly. Darney wanted to incorporate the license plate holder, taillights, and exhaust port holes into this piece while blending it in with the side portion of the bed for a clean look. He started with the lower curved section of the pan. This was formed on a sheet metal brake by making multiple small bends across the piece close together, forming the curve needed to match the side of the bed.

License Plate Recess -After some trimming and fitting, the next step was to form a recessed license plate pocket. Again, Darney turned to his metal brake to make a square pan. This pan was then cut into the center of the roll pan and tack welded



in place. To tie in the bottom of the license plate to the roll pan, Darney put the NR-26SD Planishing Hammer to work to shape a curved transition piece. The roll pan really started to shape up once this piece was welded and leaded in.





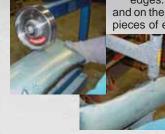
- Darney's final phase included cutting two holes for the exhaust to come through the roll pan. Again, the NR-26SD Planishing Hammer was used to form the curved dome-style pieces to cover the holes in the pan. Darney claims, "The Planishing Hammer is an amazing piece of equipment when forming or shaping metal. With a little practice, you can create or duplicate virtually any piece needed for your restoration."

Exhaust Ports and Taillights

Finally, Darney plasma cut the holes for the recessed taillights,

then leaded all the seams for a waterproof seal. Finished roll pan shown above - what a great custom look!





Front Bed Corners - Darney decided to add his finishing touch to the front bed corners. Instead of leaving them flat, he wanted a smoother curved look. He turned to the MA-22B English Wheel and NR-26SD Planishing Hammer to bring his idea to life. Darney started with a flat piece of metal and rolled it back and forth in the English Wheel to form the proper curve in the metal. Next, he used the Planishing Hammer to roll and shape the edges. In no time, the piece was made

and on the truck. Darney states, "These two pieces of equipment are a necessity when

> building a 'custom rod'. Without them, I wouldn't have been able to create these unique details in the metal. These custom pieces will really stand out when the truck is finished."

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# 1934 Dodge Truck Restoration: Part 2 - Hand-Built Bed





Wheel Tubs - In order to fit a little larger tire on the rear end, Darney used the 8036-55 Shrinker/Stretcher Kit. He started by bending a lip on each side of the metal. Next, he inserted one side into the shrinker machine to start forming a curve in the metal and then flipped the part and

used the shrinker to curve the other side. By going back and forth, he shaped the top of the wheel tub to the curve he desired. The side piece was then cut and mig welded into place. Darney exclaims, "A Shrinker/ Stretcher is an amazing tool! I find new uses for it every day,

of the running boards to meet the rear

fenders. Darney used the ME-58005

Fiberglass Repair Kit to add fiberglass

to the areas needed. Darney recom-

mends this kit, "It contains everything

you will need; the fiberglass, resin,

hardener, spreader, and fiberglass

mat." Once the areas were shaped

whether I'm repairing a fender lip or creating custom pieces. It is one of my most used tools.'

#### Fender and Running **Board Modifications** Now that the steel bed was

built, Darney was ready to move onto the fiberglass. After remounting the rear fenders to the finished bed. Darney had to add material to the front of the fenders and add length to the back





Rear Fender Modifications - The back of the rear fenders required a lot of modification. Darney used a Porter Cable Reciprocating Air Saw (PC-PTX5) to trim 2"-3" off the lower portion of the rear fenders. This was necessary to tie in the fenders to the side lower bed splash pan and rear roll pan. Again, he used the Fiberglass Kit to remold and shape the lower portion of the fenders. Afterward, a light coat

of body filler was applied, then sanded to blend in the area with the existing fiberglass.



Finished Bed - After the fiberglass modifications and tedious fitting, the fenders, running boards, and truck bed were removed. Next, Darney applied body filler to the areas that had low spots or needed further shaping. These areas were then sanded, shaped, and ready for an epoxy primer coating.

Primer Applications - Now that the bed was built, it was time for an epoxy primer coating. Darney turned to the TP Gravity-Fed Turbine Paint Spray System. He installed a 1.4 mm nozzle setup and

Darney notes. "The TP Tools HVLP Spray System really lays on the material, plus there is virtually no overspray. And you save so much on material that it pays for itself in one to two restorations.'

High-Build Primer - After spraying the epoxy primer, Darney then applied a highbuild primer to the bed, rear fenders, and running boards. This primer was used to fill in minor imperfections and would later be block sanded to level the surface. To make sure the bed was perfect, Darney repeated the primer application and hand sanding. Now that the bed and components were close to being painted, the pieces



was constructed of 1" steel tubing that was welded together using a Lincoln Mig Welder. The cover was then hinged on the left and right sides at the front of the bed. Next. Darney bent a hard steel cover out of 22 gauge steel

Then he mounted two powered actua-



tors in each front corner of the bed. These actuators will tilt the cover up and down from the hinged front. To hide the actuators, Darney fabbed a nice enclosure that will later be upholstered.

To provide fuel to the racing fuel cell that will be mounted under the bed, Darney used the Hobart Plasma to cut an accurate hole in the bed floor. Next, he mig welded in a Hagan flush-mount fuel door assembly and later blended it in with filler. To open, you simply press the fuel door; and it pops open. What a unique way to add fuel!

Truck Assembled - Below is a sneak preview of the '34 Dodge

assembled. Darney's next phase is to disassemble the front end. The new fiberglass grille-shell needs cut out, and the aluminum grille fitted along with paint removal on the original hood. Read about it in Part 3.



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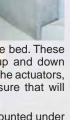




were again reinstalled on the truck chassis to start building the hard tonneau cover.

Tonneau Cover - Darney used his metal magic to make a hard tonneau cover, another special touch to the '34 Dodge bed. The framework for the cover

and attached it to the tubing framework using a 3M adhesive.



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# 1934 Dodge Restoration: Part 3 - Body Finishing, Primer



accept the new polished aluminum grille insert. Darney used the Porter Cable Reciprocating Saw (PC-PTX5) to trim and cut out the center. Darney says, "The Porter Cable Air Saw is one of the most useful and unique

Grille Installation - The replacement

fiberglass grille shell had a full molded

center section that needed cut out to

most useful and unique air tools l've act size and ht, confined ut anything. blastic, fiberdone!" Once ille emblem, red; and the

used on this truck; the compact size and small blade reaches into tight, confined areas and will cut just about anything. Whether you're cutting wood, plastic, fiberglass or metal, it gets the job done!" Once the hole was cut, the insert, grille emblem, and Dodge Ram were mounted; and the grille shell was tried on for size.



Hood Paint Removal - Darney's next step was to remove all paint and primer from the original steel hood. To get the hood down to bare metal, Darney used TP Tools' Model 1836 Abrasive Blasting Cabinet. Using Skat Magic Abrasive, the hood blasted down to bare "white metal", and it looked great! Darney explained, "Blasting is the only way to truly remove rust, paint, or scale effectively and get down to the bare 'white metal'. It is so important to have a clean surface; this is what makes primers stick to the

metal. Blasting will save you time and is the only way to avoid popping or peeling problems down the road."

Primer Applications - Again Darney fired up the TP Tools HVLP Turbine System with Gravity-Fed Gun to apply his primers. The first step included an epoxy primer; then he applied a high-build primer. After block sanding the hood and grille shell several times, the parts were ready for a finish coat of primer before painting. Darney raves, "The gravity-type spray gun on this turbine system is the best choice for automotive spraying. Whether you are shooting primer or finish materials, the gravity gun with proper nozzle setup will spray it. Plus, you use all the material in the cup, which is so important with the cost of today's paints and primers."



Darney explained, "Blasting only way to truly remove rust, or scale effectively and get to the bare 'white metal'. It is portant to have a clean surface; what makes primers stick to the is the only way to avoid popping



**Disassembly -** Now that Darney had all the body parts, cab, and bed in primer and block sanded, it was time to completely disassemble down to the chassis. The next step was to apply a finish primer surfacer coat before painting. Also, the old work rims were removed; and aluminum rims were installed for the final fitting of components after the primer surfacer.

House of Kolor® Primer Surfacer - As a final primer coat, Darney chose House of Kolor® KP2CF Primer Surfacer. This product is a 2-part epoxy primer

surfacer (see pg 83) that resists cracking and prevents filler stain and bleed-through. Plus, it will not stain, shrink, or swell from sand scratches. It is designed to work over OEM primers, steel, or



ork over OEM primers, steel, or fiberglass and has great adhesion. This primer surfacer would be Darney's last coat of primer before the finish base coat color would be applied. He installed a 1.0 mm needle and nozzle with a .5 mm air cap into the TP Gravity Turbine Spray Gun. Next, he tack ragged all parts to remove any dust.

-1411

KP-2CFA

Darney then applied two coats to all parts of the truck. Darney

says, "The HVLP Turbine System atomized the House of Kolor® Primer Surfacer perfectly. It was so smooth that all I will have to do is scuff the surface with a sanding pad before I apply the base coat materials. The TP Tools Turbine not only did an excellent spraying job, but it will save me time and labor. This adds up to instant profit in a shop environment."

**Final Fitting and Assembly -** After all pieces were in the final primer stage, Darney reassembled the entire truck for the last time. This final



fabbed an internal locking device and locating pins on the front and rear of the hood for a

34 Dodge Assembled -

After months of long hours

and hard work, the truck is

fully assembled and all one color. Now you can get a

good look at how beautiful

this project will be when fin-

ished. It's a shame Darney

must disassemble to paint. See Part 4 for the HVLP

smooth look.

uck for the last time. This final assembly was done to make sure all components of the truck fit together properly and accurately. Darney says, "I always reassemble my restorations one last time before the final paint. If an adjustment or modification is needed, it is a lot easier to do it now while in primer, instead of after the finished paint is on the vehicle." Darney really did get into this restoration project, providing the horsepower needed to get the job done right!

A rarely seen feature on a side-opening hood is the shaved, hold-down latches on the hood. Darney





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Painting Process.



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# **1934 Dodge Truck Restoration: Part 4 - HVLP Painting**



HVLP Turbine Paint Spraying -Darney chose the TP Tools HVLP Turbine System with the Gravity-Fed Gun to apply the House of Kolor<sup>®</sup> finish on the Dodge. He used the standard 1.0 mm needle and nozzle with .5 mm air cap, which is included with all TP Tools Turbine Systems. Darney states, "I have used this nozzle setup for over 12 years and have sprayed all types of materials. It is definitely the best choice for automotive finishes. The only other setup I

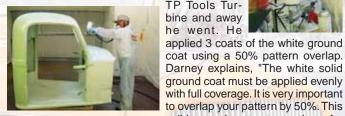
ground coat must be applied evenly

with full coverage. It is very important

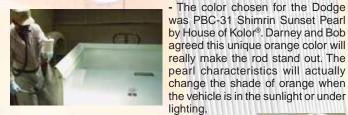
to overlap your pattern by 50%. This

own is a 1.4 mm size for heavier high-build primers."

Solid Ground Coat Application - The first step was to scuff pad the primer surfacer on all the truck parts. Next, Darney tack ragged all surfaces to remove any dust particles. Then he mixed the House of Kolor<sup>®</sup> Shimrin BC-26 White Ground coat. The white ground coat was reduced 50% (2 part base coat to 1 part reducer). After reducing, Darney strained the material into the paint gun and sealed the lid. Darney started up the TP Tools Tur-







The Sunset Pearl was reduced 50% (2 parts paint to 1 part reducer) with House of Kolor® RU-312 Kosmic Reducer. Darney again used the standard 1.0 mm needle and nozzle with .5 mm air cap installed in the gravity-fed turbine gun to spray the Pearl. The manufacturer recommended spraying 2-3 medium coats of the Shimrin Sunset Pearl with 75% pattern overlap to achieve proper pearl distribution.



HVLP Turbine Spraying - The Sunset Pearl color chosen was very



transparent. Darney applied the 3 coats the manufacturer recommended plus added an additional 2 coats to get the uniform shade he desired. Darney stated, "When spraying pearls, it is very important to overlap your pattern by 75%, spray at a constant pressure and maintain a gun distance of 6" from



the surface. By using the TP Tools HVLP Turbine System, I always maintain a constant, steady pressure. This fixed pressure allows the pearls to distribute evenly onto the surface, and the 75% overlap eliminates tiger striping. Plus, the turbine always provides dry, oil-free air to the spray gun, so water in the line is never a problem."

Clear Application - The final finishing step was to apply House of





Sanding and Buffing - Darney wanted the 34 Dodge to be flawless, so he turned to the Hutchins "Water Bug III" Wet Sander to remove light dust and to level out the Flo-Klear. Darney sanded with 1000 grit, then 1500, and finally 2000 grit Abralon hook and loop paper on the Water Bug. Next, he used the Makita MK-9227C Buffer with a white wool pad and Meguiar's MG-8432

Compound Power Cleaner to buff the Flo-Klear. Finally, a black foam pad was installed on the Makita; and the surface was polished with Meguiar's MG-8232 Swirl-Free Polish. The end result was a high-gloss, wet look with incredible depth! Hats off to Bob Darney on an excellent job!

Continued on pages 10 and 11.



Kolor® UFC35 Polyurethane Flo-Klear on top of the Pearl. Darney again tack ragged the entire truck and parts to remove any dust. The Flo-Klear was mixed per manufacturer's instruction (2 parts Klear, 1 part Catalyst, 1 Part Reducer). Darney applied 3 wet coats of Flo-Klear with a 50% pattern overlap to the truck and components. Darney explained, "The TP Tools Turbine System really cut down the overspray and laid down the Flo-Klear evenly and smoothly. The high-gloss finish really enhanced

the pearl effect.





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#### 1934 Dodge Truck Restoration: Part 5 - Chassis Assembly

House of Kolor® Direct to Metal Primer - Darney chose House of Kolor® KD 2000 primer for the new Dodge chassis. This product was mixed with KDA 2000 primer activator (4 parts KD200 Primer to 1 part KDA2000 Activator) and can be thinned up to 10% with HOK reducer - see pg 83. The House of Kolor® Direct to Metal Primer provides excellent adhesion plus corrosion resistance and is easily sanded. Also, it contains low VOCs and has no isocyanates.



HVLP Turbine Primer Application - Darney rolled out the TP-90



HVLP Turbine System with gravity-fed gun to apply the House of Kolor® Direct to Metal Primer to the chassis. In order to effectively reach all areas of the chassis, the guys at TP Tools fabricated a rotisserie stand for the chassis. This allowed Darney to rotate the chassis while spraying.

"The rotisserie worked great" Darney said, "but the TP-90 Gravity-Fed Gun really made the difference! This gun has a floating air cap which can be rotated with just a click to go from a vertical spray pattern to horizontal, to a round spray

pattern. The round spray pattern really came in handy when spraying the tubular cross supports and in tight areas on the chassis. This

narrow round pattern put the primer material where it was needed, and probably saved me at least a quart." After the primer was dry, Darney scuffed it down smooth prior to applying the finish.

Chassis Spraying and Assembly - Again Darney turned to the TP Tools HVLP 90 Spray System to apply a House of Kolor® Shimrin Fine Metallic Nova Orange finish. The Nova Orange finish is slightly darker than the body color and makes a real nice contrast between the two.

Using the same techniques and reducing methods as used



on the body color, Darney first applied 3 coats of the House of Kolor® Shimrin BC-26 White Ground coat. After the ground coat was dry, he applied 3 coats of the Nova Orange base coat to the chassis, then the final House of Kolor® Flo Klear was sprayed on top of the Nova Orange. The 3 coats of Flo Klear laid down evenly and smoothly and really enhanced the fine metallic in the Nova Orange base coat. What a great looking chassis to house the 34 Dodge body!



Drivetrain Installation - Once the painting was completed on the new chassis and reassembled, it was time to add some horsepower. A new Chevy Ram Jet 350, fuel injected, crate motor and a new 4L60E transmission was purchased from Greenwood Chevrolet in Austintown, Ohio. Darney and Bob chose the Ram Jet 350 due to its nostalgic look of the early fuel injection system, plus it delivers 350 hp @ 5200 rpm, which should set you back in the seat. The 4L60E Electronic 4-speed transmission with overdrive coupled with the Ram Jet

350 and Ford 9 inch with 3:89 gears should provide great torgue and power to the rear wheels, yet still provide decent fuel economy.

Cab Assembly - Now with the Ram Jet, trans and fuel system installed into the new chassis, it was time to start our final

assembly. Darney started by mounting the finished cab to its new home, the chassis. The next step was to mount the radiator. Here, he ran into a slight snag with the fancy aluminum



pulley system. The March Serpentine belt system stuck out further than the old stock pulleys which were used for mach up during assembly. Not to worry. Darney contacted Professional Engine Systems in Canfield, OH for their help and expertise on modifying the radiator. Professional Engine Systems knew just

what to do. They designed a new thinner inner radiator core and modified the bottom tank to clear the March Pulley System. (If you're ever in need of a custom radiator, see Professional Engine Systems - www. proengine.com). The new redesigned radiator fit like a glove, and the assembly continued.

Wiring Engine, Trans, Etc. - The only downfall with a modern fuel injection engine and electronic transmission is all the wir-



worked inside an older truck, go ahead and take a look under your own car dash. You will wonder how he fit everything. Also, the air condition unit, stereo system, and alarm system weren't even installed yet. Darney transformed his metal magic into electrical magic to make it all work!

ing and where to put it all. Darney fabbed up an inner firewall panel to mount all the electronic components and controllers in an orderly fashion. Plus, he removed the computer and coil from the engine and installed them on this inner firewall panel. If you have ever

## **1934 Dodge Truck Restoration: Part 5 - Finishing Touches**

Finished Dash - Darney installed a smooth fiberglass dash panel with a Dakota Digital instrument panel to obtain a clean look. Later he added his own custom steel lower dash panel to house the Vintage Air Billet controls and vents. The TP Tools

Shrinker/Stretcher was used to form the bottom curves on the steel lower dash panel. A custom stereo and alarm system was designed by Bill Crossley of Electronic Design Group in Boardman, OH. Bill took on the challenge of fitting a powerful system into a small space. The system includes eight speakers with a 10"





subwoofer, two 400 watt amps, an Alpine DVD/CD Player with iPod hookup and a 7" LCD Monitor mounted in the visor area. The system is so powerful that Darney had to add an extra battery in the bed to power the system. The custom alarm system includes a remote start system, vehicle security, and a remote which opens the doors and hood solenoids.



Steering Column Installation - Darney chose a stainless steel Flaming River column and components to connect the mustang rack. In order to get the exact fit, Darney used wooden dowel rods before cutting the stainless steel shafts to length. After several hours and manufac-

turing his own standoff support brackets, the Dodge was ready to track down the road.

Fender Preparation - Prior to installing the fenders and running boards on the truck, Darney used the ME-6899 Undercoating Spray Gun to apply a heavy coat of truck bed liner to the inside of these parts. Darney claimed, "This heavy coating will help protect the fiberglass parts from spidering if

a stone should fling from the tires. This gun not only sprays bed liner but also undercoating. It is an affordable tool for any restoration project."

Dodge Assembly -Final assembly included installing Darney's custom-made bed, fiberglass front and rear fenders, grille shell and hood, running boards, and custom tonneau cover. Darney stated, "Final as-





sembly of the truck was the moment I had been waiting for. After working on a project for over a year, you can stand back and just admire your work. I consider it restoring a memory for someone."



#### **ROAD TRIP!!**

Darney's rod was taken to Scotts Jr Interiors in Louisville, KY for a KILLER upholstery job! www.scottsjr.com

Interior by Billy Scott Jr - Darney had a good idea who should handle the Dodge interior. So, Darney's finished rod was loaded onto the TP Tools trailer; and he and Bob transported it to Scotts Jr Interiors in Louisville, KY. Once you see the end result, you will agree. It is totally AWESOME! Scotts Jr definitely took care of this ride! From the fawn shade leather to the inlaid burnt



orange ostrich in the seat, door panels, and head liner, to the copper color carpet, the blend of colors just makes you want to climb in and sit down. This man definitely knows how to hold his scissors!

Finishing by Willoughby Paint Designs - After the truck was back from Scotts, Darney and Bob contacted Matt Willoughby,

of Willoughby Paint Designs in New Middletown, OH for the finishing touches. Bob wanted the truck to stand out while remaining semi-conservative, and Matt knew just what to do. He suggested incorporating purple, black, beige and shades of orange into a unique air-brushed striping down the belt line, with a Dodge wing graphic on the door. He also felt that highlighting the Dodge tailgate and back of cab would add the finishing touch. Afterward, he used a TP-20 Touchup Gun and HVLP Turbine System to apply House of Kolor® Flo Klear. The com-





pleted design shows how talented this guy really is!

And so this restoration comes to a close. I want to thank everyone who helped with this project, with special thanks to Bob Darney for his many, many hours of hard work, dedication and talent. Without him, this rod would still be an *unrestored memory.* 



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