

# Mike Brattland' Colby Mattress Company 1938 Willys Pickup

**Purchased September 1995-Original un-restored condition**

**Frame-used original Willys frame, fully boxed, installing a Fatman Mustang II front suspension, manual rack and pinion steering with 11 inch disk brakes on the front and "back halfed" the original frame, installing a 2x3 narrowed steel rear framework to handle a Currie narrowed Ford 9 inch rear end, Currie 31 spline axles, Ford Trac-Loc 3.89 gears, full 4 link suspension, Aldan coilover shock absorbers along with late model 2002-2004 Ford Mustang disk brakes. All work to the frame was done by owner**

**Wheels and tires- Weld Pro Stars, front 15 x7 inch (normal back space) with 15inch 50 series tires and the rears, 15 x15 inch (4.5 inch back space) with Mickey Thompson Sportsman 33-19.50-15 tires.**

**1970 Ford 429/460 block (DOVE-A) with 460 crank(2Y), bored 30 over to 466 CI, Ford 429 SCJ rods, Isky Mega 304 Camshaft(.615 Lift, hydraulic), Mallory Unilite distributor, mechanical advance, TRW forged pistons(460 19cc dished), Blue Thunder 429SCJ Alum heads with Comp Cams steel roller rocker arms, Ford "SK" Buddy Barr Casting alum 429SCJ 6V intake manifold (3x2s)with Holley List 4872/4873 Holley Carburetors, custom Ford 429 6V Air Cleaner (owner), 1355CFM, progressive linkage. Weiland alum water pump. Engine machine work done by ARCC Engine Shop, El Cajon. Owner assembled motor. Headers were custom built by owner using Headers By Ed, MN plans, including Hedman Box of Bends and Hooker pre-welded header flanges with stubby 1 7/8 tubes to construct long tube( 1 7/8-inch) headers (coated). Uses 3-inch collectors with Flowmaster Series 40 mufflers and exhaust exits on both sides.**

**Rear and front radiators are custom designed and built double pass alum radiators by Ron Davis Racing Radiators, Phoenix, Arizona. Alum fuel cell custom built by RCI of Texas.**

**Transmission-Ford T & C 4 speed Toploader Manual Transmission, Big Input and Output, Long tail shaft, with a 12-inch diaphragm clutch. Pickup runs a hydraulic clutch system using Girling slave cylinder, owner fabricated slave cylinder bracket and linkage. Uses stock Ford 427/428/429 clutch arm and Ford cast iron 429 bellhousing. Hurst Super Shifter with Line Loc, using modified Hurst shifter stick for the seat configuration.**

**Pickup Body-Firewall was fabricated and installed by RJ Simrock, El Cajon and the floor of the pickup was replaced by Ron Batson along with custom fabricating the rear tailgate. The pickup bed was shortened 14 inches and the bed interior re-configured and fabricated by the owner. Owner modified headlight configuration to original steel front fenders to accept early modern 7inch sealed beam headlights. Runs '50 Pontiac taillights with blue dots.**

Auto Meter gauges are used GM Tilt Column built by Bob Chandler of Column Pros in Los Angeles. Pickup bench seat custom built by owner using mid 80s Dodge Ram Mini Truck bench seat. The seat and sun visors were redone by Raymond Miller Custom Upholstery, Mira Loma, Ca. Window glass was custom made by Admiral Glass, El Cajon, Ca