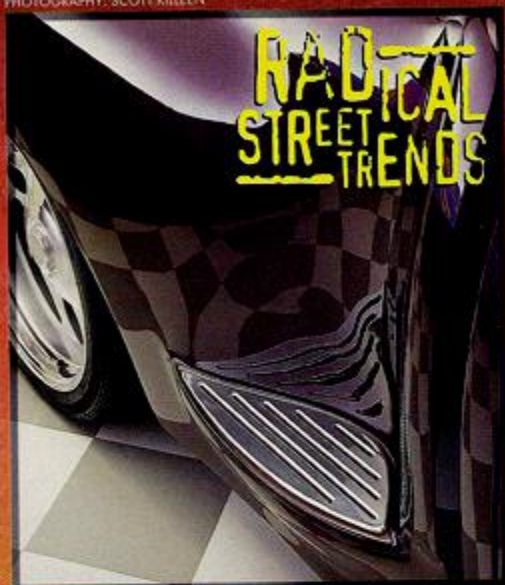
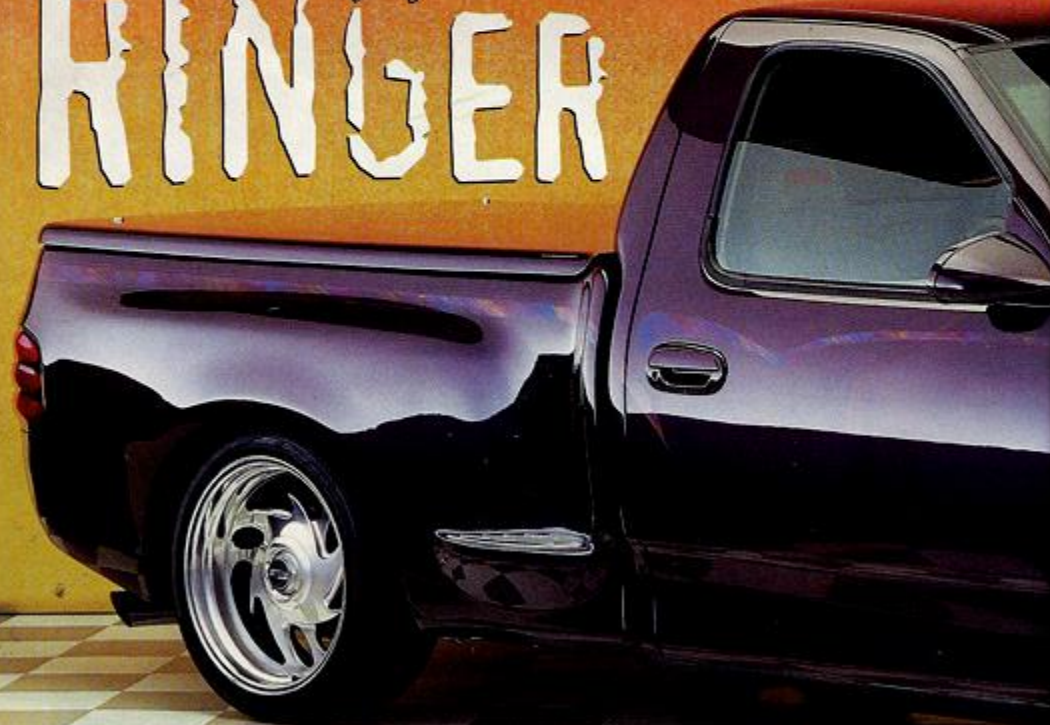


PHOTOGRAPHY: SCOTT KILLEEN



**RADICAL  
STREET  
TRENDS**

# BELLS RINGER



## Never Has a Ford Risen so Far by Sinking so Low

By John Pearley Huffman

**B**elltech has lowered just about everything, except pork belly prices and the curtain at Carnegie Hall. Its unceasing drive to plaster every truck on Earth to the earth has finally led to Ford's '97 F-150. This regular-cab F-150 Flareside powered by the 210hp 4.6L SOHC Triton V-8 is the first volley in Belltech's Ford artillery barrage.

To achieve the suspension plummet, Belltech engineered a 2-inch drop front spindle and a 3-inch-shorter coil spring. Out back, a rear leaf spring flip kit pulls the bed down 7 inches. Matching the drop are Belltech's own Nitro-Drop shocks and a set of Boyds Tornado wheels, 20x8 up front and 20x9.5 behind. Not many truck tires are built for 20-inch rims, however, so Michelin Pilot MXX3s in P245/40ZR20 front and P275/35ZR20 rear sizes keep the thing from rolling around on its pricey rims. But since these tires were developed with high-performance sports cars in mind, it's not a good idea to install a fully equipped camper on top of the bed.

Once the truck was down, Belltech proceeded to dress the F-truck in a full range of prototype and production pieces. The stock front bumper was exchanged for a similar four-wheel-drive F-150 unit, while a Belltech billet insert was added to the stock Ford grille. In the rear, Belltech installed a one-off tailgate handle relocator (incorporating an S-10 tailgate handle mechanism) and covered the bed in a Lloyd Design cap. Other subtle tweaks include shaved bedrails, a shaved rear window frame, antenna, and windshield washer, and the installation of sideview mirrors from a Thunderbird. Jeff Gangwish and Sam Dalmatoff of Paintin' Place in Fresno, California, installed a custom rear roll pan, painted the whole thing in DuPont Thistle Plum, and applied graphics in seven shades of pearl.

Fresno's Mid Valley Upholstery re-upholstered the stock seats, center console, and door panels in mocha tweed and leather with the Belltech logo embroidered into the headrests. Finally, the headliner was covered in tan leather, and Nitrous Noise supplemented the standard AM/FM head unit and CD player with Orion XTR 275 amplifiers and a whole slew of 5-, 6-, and 10-inch speakers and tweeters.

Mechanically, the changes are limited to Gibson after-cat exhaust and a JET computer module, but Belltech promises the addition of a Kenne-Bell Whipple Charger blower soon. Until then, Belltech has already managed to simultaneously lower a truck and raise the standards for Ford sport trucks everywhere. ■

### Specifications

<b>Owner</b>	Belltech Inc., Fresno, CA
<b>Vehicle</b>	'97 Ford F-150 Flareside
<b>Engine</b>	4.6L V-8
<b>Transmission</b>	E4OD
<b>Suspension</b>	
front	Belltech 2-inch drop spindles, 3-inch drop coil springs, Nitro-Drop shocks
rear	Belltech 7-inch drop flip kit, Nitro-Drop shocks
<b>Wheels</b>	
front	Boyds Tornado 20x8
rear	Boyds Tornado 20x9.5
<b>Tires</b>	
front	P245/40ZR20
rear	P275/35ZR20
<b>Paint</b>	DuPont Plum Thistle, assorted graphics

