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# Rattles Are For Babies!

## Quiet Your Ride With QuietRide Solutions And Dennis Carpenter

By Jason Scudellari

**E**veryone knows that any vehicle of substantial vintage isn't going to ride as quietly as a new car, right? With that said, there's no reason old cars and trucks should be excessively noisy—it's just up to the individual owner to determine when and, more importantly, how to get rid of the rattles.

For many, quieting rattles is fairly straightforward: grab the nearest business card, matchbook, or whatever will fit between the window glass and the metal it's coming in contact with. However, when it comes to noise emitted from outside elements, no piece of paper is going to help quiet that. This is when it becomes time to seriously consider insulating your truck's cab—and while you're at it, you might as well replace the window channels/felt and window rubber, right?



It wasn't too long ago that a sound-deadening/insulation kit was unheard of; today, QuietRide Solutions does all the hard work for you—and they're even model-specific! Above is their AcoustiShield kit for '57-60 F-100s (call for info on availability for other models).



Save for a decent bench seat, this interior is about as Spartan as they come—just more room for extra noise! We'll take care of that here, no problem.



We started out by removing everything in our way. Since that only entailed the seat, it was rather simple!



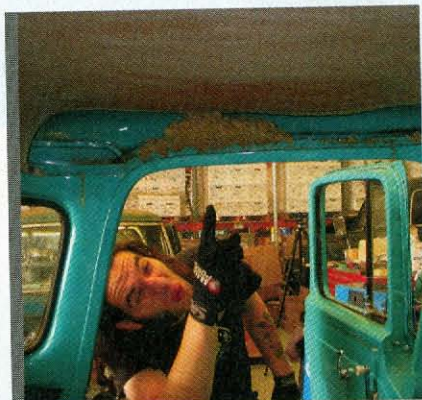
Well, actually, there is a bit more to the removal process. In this case, we had some random staples from a prior carpet installment; they were taken out with a trusty cutoff wheel quick-like.



For obvious reasons, you want any surface you're about to cover with insulation to be as dirt-free as possible to promote good adhesion. We used a shop vac to remove all the loose particles of whatever, followed by a good once-over with a Scotch-Brite disc.



Continuing with the cleanup, use a good solvent-based agent to remove any lingering adhesives where you'll be applying the damper pads.



Yes, that's actually a rat's former condominium! Whilst in the process of taking the headliner down, we discovered the critter's pad—fortunately, he wasn't home at the time.



Since this is where we ended our cleanup, it's where we began the application of the damper pads. QuietRide took the time to strategically map locations and provides that data in their instructions for each individual kit—read closely!

## RATTLES ARE FOR BABIES!



Even though they're self-adhesive-backed, take the time to press out any possible air bubbles left in the damper strips with the roller tool provided in the kit. If you prepped properly, you shouldn't have any problems with adhesion.



The next phase could get a bit messy, so prepare yourself as well as your surrounding areas for overspray from the contact glue. For the insulation pieces, a big piece of cardboard or even masking or butcher paper works well.



Coat each surface thoroughly and evenly, and then allow ample time (per the manufacturer's instructions) before applying the insulation.

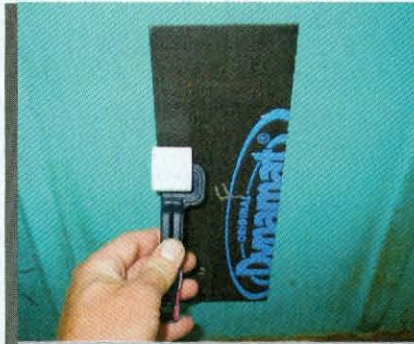


Any portions of insulation that end up being long can be tucked down behind the interior roof panel, or trimmed with scissors or a razor blade. Since the headliner won't sit flush against the roof skin, it's not as imperative to get the underlying surface as flat as possible.

## RATTLES ARE FOR BABIES!



The last step for the roof portion was applying the sealer tape along all the seams, as shown.



Next, we moved to the back wall of the cab, behind where the fuel tank "used" to be. If your truck still has an in-cab tank, you'll seriously want to consider removing it for this portion of the job.



Notice each piece is labeled—the letters depict placement as indicated in the instructions. See, it's easier than you thought, isn't it?



Just in case you weren't sure, the shiny foil side of the insulation faces outward—the carpet-pad-looking side gets the glue...



...like so. Now, if you experienced any rattling or vibration behind the seat previously, do yourself a favor and make sure your bed isn't rubbing against the cab before driving your newly acousticed truck.



The floor, like the rear of the cab and the roof, gets the same treatment. However, since carpet or even a rubber floormat, as we're about to use, will lie flat, take extra care to apply the pads as smoothly as possible.



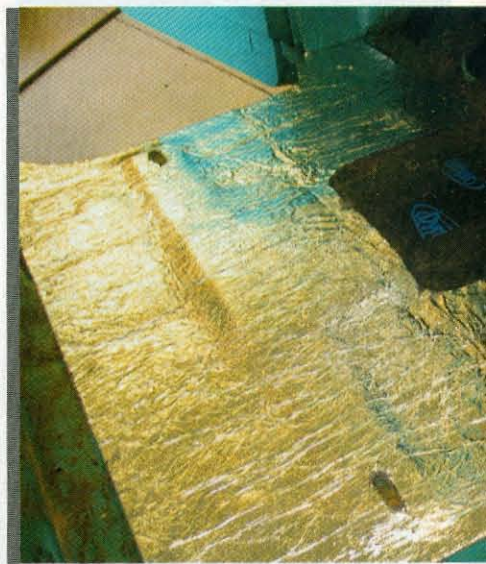
Pay particular attention to any and all areas that will need future access, such as mounting holes for the seat, dimmer switch, etc. If you can't reach from beneath the truck later with a punch to poke through, you'll need to trim those areas out before adhering insulation.

## RATTLES ARE FOR BABIES!

Hopefully you're all fairly familiar with the '60 Ford F-100 we've been putting a lot of time and effort into over the last year. Well, it finally hit the road, and while performance-wise it's a blast to drive, it was rather noisy—and we're not referring to the Flowmasters, either! No, like most classic trucks, the '60 was full of rattles from worn-out weatherstripping, and to

top it all off, heat from the new Smeding 392 was making its way into the cab, making it quite difficult for the Vintage Air unit to do its thing. Our solution: Install QuietRide Solutions' AcustiShield insulation/damping material along with new window seals from Dennis Carpenter.

QuietRide's comprehensive kit includes presized damper pads for absorbing body



Kick panels attach with interior-style finish screws provided in the kit, as shown. These panels can be upholstered or left as is, depending on how you plan on finishing your interior.

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Most earlier trucks don't utilize sill plates in the lower door jambs. If you're not planning on upholstering the vertical sides of the steps, trim back the insulation enough to allow for carpet binding so that it doesn't show underneath the rubber mat.



QuietRide supplies a separate piece for the tranny tunnel to provide as wrinkle-free a finished look as possible—plus it also comes in handy if you ever need to remove the tunnel piece in the future.



Before moving on, don't forget to tape all the seams up and reinstall any trim pieces removed earlier.

panel vibration; pre-cut insulation panels that act as both a sound barrier and heat absorber; spray adhesive; and sealing tape. With fully detailed instructions, it's easy for anyone to obtain "quiet riding comfort," just as the kit claims. The weatherstripping components from Dennis Carpenter include a complete anti-rattle kit with all the door/vent glass parts; a full cab weatherstripping kit with rubber seals for the doors, windshield, and back light; and a

factory rubber floor mat. Though a bit more involved labor-wise than the insulation, when installed correctly, these parts will make any pickup cab quieter than ever. We'll save that part of the job for next month, as we have plenty to tackle with the insulation this month.

On the other hand, if you're content with your truck's discontent nature, you might want to make a doctor's appointment—to get your ears checked! **CT**

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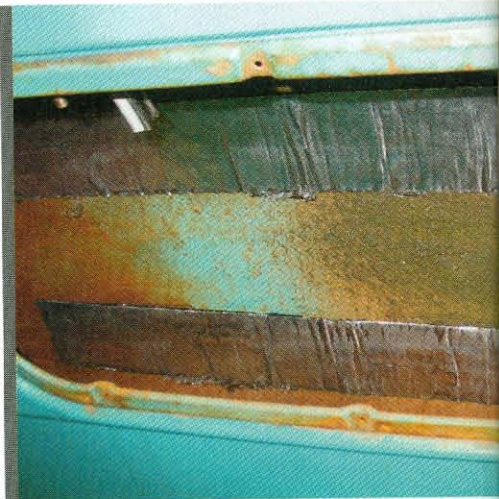


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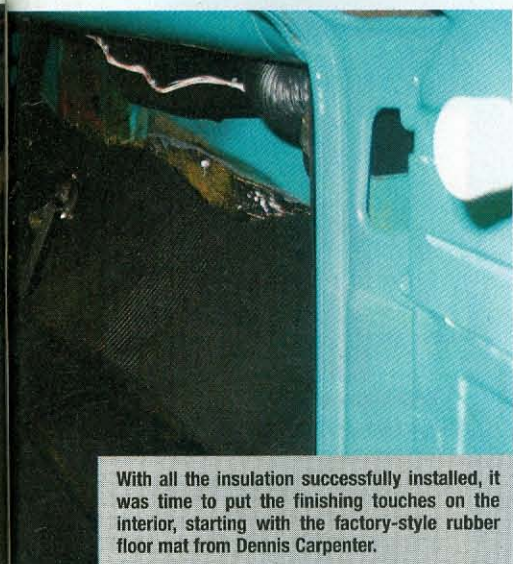
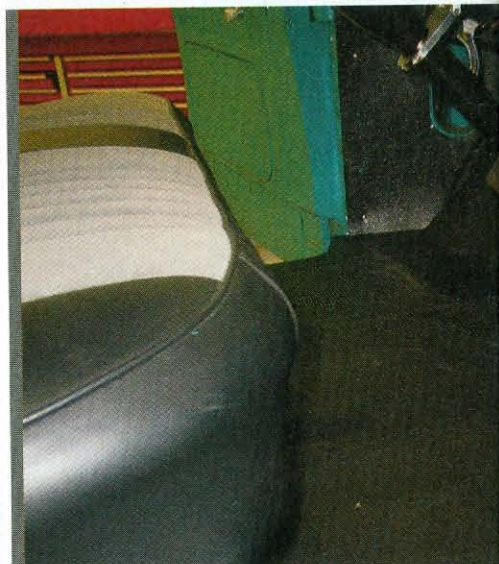
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Strips of the damper pad should also be applied inside the doors as well. You'll be surprised at what a drastic difference this step alone will make in reducing the amount of exterior noise/vibration.



With all the insulation successfully installed, it was time to put the finishing touches on the interior, starting with the factory-style rubber floor mat from Dennis Carpenter.

## **SOURCES**

### **QUIETRIDE SOLUTIONS**

209-942-4777  
[www.quietride.com](http://www.quietride.com)

### **DENNIS CARPENTER**

704-786-8139  
[www.dennis-carpenter.com](http://www.dennis-carpenter.com)



Finally, we installed the molded headliner supplied by QuietRide was installed. It attaches to stock holes in the roof bracing.