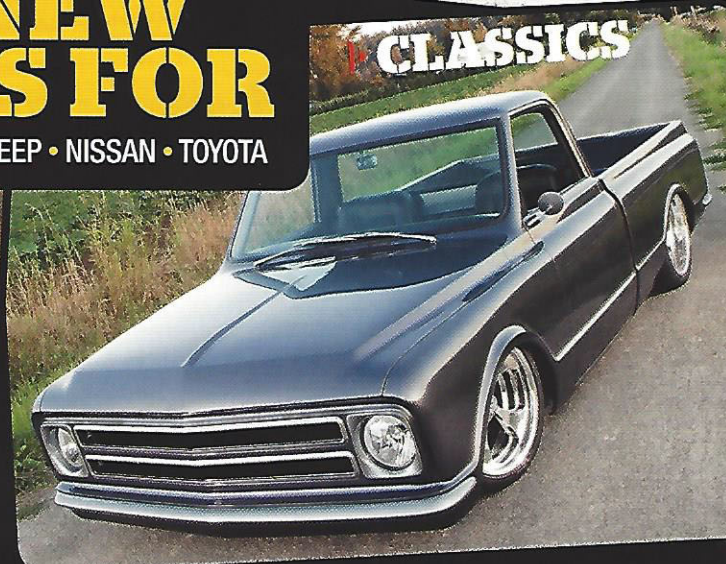
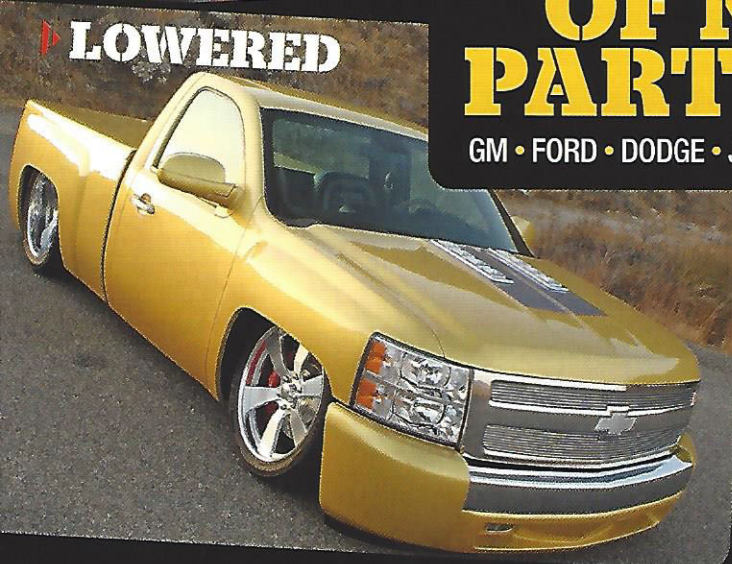
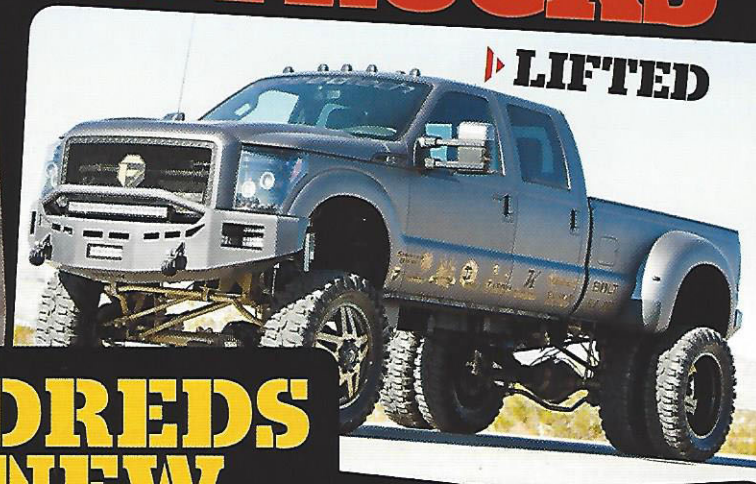
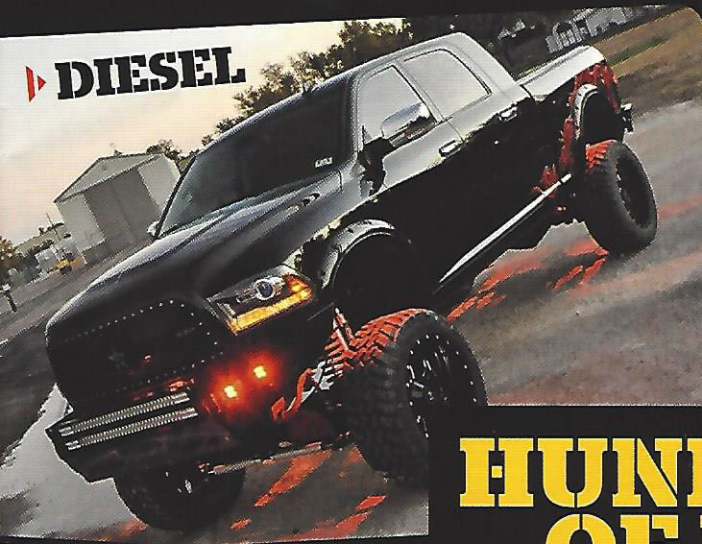


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BLOODHOUND

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Many people spend decades searching for the formula to make it into a magazine. Being chosen to make it as a cover truck is reaching the pinnacle. For 35-year-old Andrew Lowe of Kingwood, Texas, not only has he figured out this elusive formula, he's mastered it. The last four trucks he has built graced the cover of *Truckin'* or its sister publication *8-Lug*.

It all started when Andrew was in college. He was overseas in the UK and decided to test his creativity by building a tuner car. He used all his resources and became pretty well known based on the level of his build. Once he finished college and came back to Texas in 2002, he began his search for something unique. It took a couple of different trucks before he perfected the proper build and made sure he kept following that same format of uniqueness.

Build number five started when Andrew ordered a '14 Dodge Ram 2500 Limited straight from the factory. The very first thing he did was enlist Erik Contreras at Powerhouse Custom Cycles in Houston, Texas. Erik was popular in the motorcycle community, and Andrew has been so impressed with his painting and airbrush skills on his last build "Game Over" that he kept with the idea of, if it isn't broke ... The stock Chrysler Deep Black Gloss remained the base as Erik and his team laid down coats of Axalta Flame Red and Axalta Honduras Maroon throughout the rear end of the new Dodge. Subtle outlining was done with Axalta bright white to make the colors stand out even more.

With a couple of serious builds under their belt, 20 Nine 20 Customs in Tomball, Texas, was next in line to help Andrew reach greatness. Using the factory head unit, Chad Jensen and Robert Strach created an ear-deafening sound system using Kicker QS series components throughout the entire cabin, powered by a Kicker KX400.4 amplifier. Behind the rear seat are two Kicker CVX 10.2 subwoofers in a custom box powered by a Kicker KX1200.1 amplifier. Kicker marine speakers were mounted in the bed and powered by a Kicker KX400.4 amplifier to give the outside just as much kick as the inside. A Cargoglide CG2000xl was built in the bed to slide the music out and bring it back into the bed.





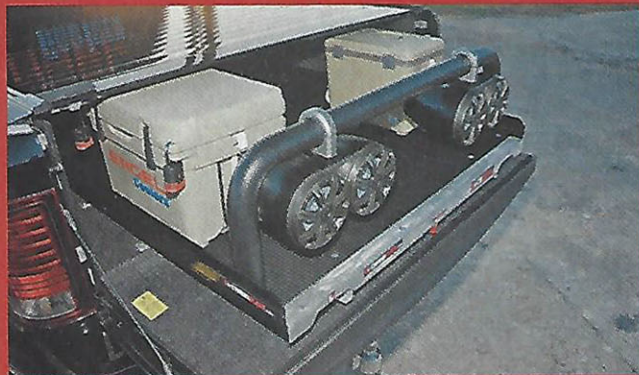
Andrew's next step was to lift the Dodge a little higher than stock. The Ram was brought to his friends at Showtime Metal Works in Taylor, Texas, where the McGaughey's 8-inch lift kit was installed. Radflo 2.5-inch reservoir shocks were installed front and rear along with McGaughey's springs, and Hellwig sway bars. The lift kit was powdercoated by Spectrum Powder Coating in Magnolia, Texas, using Desert Red Wrinkle and High Gloss Black powder from Prismatic Powders. For added exterior modifications, PML differential covers were also powdercoated and added to the front and rear. Showtime Metal Works showed off their talent by fabricating front and rear bumpers along with creating the four-link bars and mounts for the Vair 480 air compressors, Klein 730 train horns and Specialty Suspension holding tank.

Andrew added two 40-inch Rigid lightbars to the front bumper for greater lighting capabilities. A Westin 10,000-pound winch with Factor 55 shackle was mounted to the rear bumper. Rhino Lining was applied on the inner fenders, along with EGR fender flares to complete the look. A Retrax Pro bed cover and a BedRug were installed to finish off the bed. Bestop Power Boards were added so

that getting in and out of the newly lifted truck would be easier. Finding the perfect set of wheels is always a challenge, but Andrew had his eyes set on a rim that would complement the Dodge perfectly. He chose a set of RBP 24x12 Blade wheels and wrapped them in 38x13.5x24 Nitto Trail Grapplers.

To get this big truck moving the way it needs to, a little engine work was in order, starting with an AFE momentum intake, and MBRP intercooler tubes were a good beginning. The big Cummins is tuned with an EDGE Juice ECU and is controlled in the cab with an EDGE CTS module. Fueling is aided with an Airdog high-lift setup, and the stock exhaust was quickly dispatched to make way for a 5-inch black MagnaFlow system, making around 500 hp, while EGT's remain low.

With another successful build under Andrew's belt, he wishes to thank everyone who helped him throughout this build. As a director of a major oilfield service company in Texas, his schedule is quite busy and finding time to build vehicles of this caliber can be very difficult. Bloodhound is another huge success in the line of builds, and we can't wait to see what happens with his next build, 50 Shades. **UPG**



» Inside the Build

■ **Owner; City/State:** Andrew Lowe; Kingwood, TX

■ **Year/Make/Model:** 2014 Ram 2500 4x4

■ **Type:** 6.7L Cummins turbo diesel with EDGE CTS and Juice Performance Tuner, AFE Momentum active intake, MBRP intercooler tubes, Airdog fuel system, MagnaFlow 5-inch black exhaust system, Odyssey batteries, PML transmission pan, Royal Purple oil, DEI turbo wrap, installed using Knipex tools

■ **Mods:** RBP RX-3 grille, Retro Shop black HID headlights, ANZO taillights, STMW front bumper with Rigid 40 inch light bars and red Rigid Dually lights, RBP RX3 grille, STMW rear bumper with Westin 10,000-pound winch, Factor 55 shackle, Rigid 6-inch lightbars, EGR fender flares, Rhino Linings applied to inner fenders, Rigid rock lights, Retrax Pro retractable bed cover, BedRug, Bedslide 2000-pound sliding bed tray, with Kicker marine speakers and Engel coolers mounted. Fastway billet drop hitch is secured with a Bolt hitch lock, Bestop powerboards, twin Viair 480c compressors, Specialty Suspension aluminum air tank feeding Kleinn air horns through Ekstensive hard lines and fittings

■ **Paint:** Axalta paints, with airbrushing by Erik Contreras at Power House Custom Cycles

■ **Interior:** Kicker custom audio installed by 20 nine 20 Customs, sound insulation by Quiet Ride Solutions

■ **Front Suspension:** McGaughy's 8-inch lift, spaced to 10 inches, Hellwig sway bar, Radflo 2.5 reservoir shocks, PML Differential Cover, Prismatic Powders desert red wrinkle powder coating by Spectrum Powdercoating, installed by STMW, R1 brake rotors, MGP Caliper covers installed by Best Automotive

■ **Rear Suspension:** McGaughy's 8-inch lift, spaced to 10 inches, Hellwig sway bar, Radflo 2.5 reservoir shocks, PML differential cover, Prismatic Powders desert red wrinkle powdercoating by Spectrum Powdercoating, installed by STMW, R1 brake rotors, MGP Caliper covers installed by Best Automotive

■ **Wheels:** 24x12 RBP Blade

■ **Tires:** 38x13.5x24 Nitto Trail Grappler

■ **Special thanks:** Brandon and Dustin at Showtime Metal Works, Greg and William at Nitto, Melanie at Hellwig, Taylor and Brett at Rigid, Dave and Roland at RPB, Tracy and Roger at Kicker, Aaron and Chris at Best Automotive, Sloan, DA and Alan at SPC, Lance at Kleinn, Steve and Cliff at McGaughy's and most importantly to his wife, Brandi, and his daughter, Kaelyn, for always being there to support him throughout the entire build.

