

Restoration 2.0

A Blueprint of a Restoration Project.

The following is the program of choice for my project and timeframe available. There are many ways to restore a vehicle none of which is right or wrong. As long as you achieve the desired results in your anticipated timeframe. Because the schedule worked well in my case, it may not be best or correct method for anyone else.

1.) Candidate – 1967 Ford F100 Ranger

- 123,000 miles
- Vehicle is family owned since ordered, Dec. 16, 1966.
- Having led an extremely hard working life for the first 60,000 miles
- The truck has been very well maintained and presented in extremely good condition
- Strong running 352cid and very little rust on the body

2.) Objective:

- Time spent researching options and processes and cementing the final product expectations is invaluable
- It is imperative that all suppliers and people involved in the project clearly understand the objectives and are working on side.
- The more planning that is done and communicated the less opportunity for mistakes and changes on the fly that can over run costs
- The build objective was to restore the stock configuration with minor driveline modifications and renewing of all mechanicals
- Parts acquisition started fifteen years prior and the complete inventory was purchased prior to any work starting
- The details will make or break the process

Finally acknowledge that everyone will have their own ideas on how your project should be done. Listen to all their advice, utilize the good and valuable ideas, and never lose sight of the fact that it is your project and you are the one to live with it at completion. Avoid the temptation to lower your standards as the project wears on. Plan the work and work the plan.

3.) Participation:

- Establish how much of the project you intend to do yourself and what will be farmed out to suppliers
- This project was to be done by myself and good friends, but farming out the body painting and the engine overhaul

4.) Setup:

- Copies of parts invoices were taped to cabinet doors and items crossed off as used, it also serves as a quick inventory reminder during the rebuilding and assembly process
- Closing plastic bins and Ziploc bags accommodate most of the removed parts. Bag & tag everything and retain until the replacement parts are installed and only then discard the old parts
- The most important thing to “remember” and “do” is photograph every aspect of the process start to finish, no matter how small or insignificant the item seems at the time, photograph it, when you feel you have enough pictures, shoot a few more, you will refer to them far more than you think.

5.) The Program:

- The decision was made to purchase new bolt kits for the body and engine. These kits are correct in size, style and plating individually packaged and tagged, and of high quality.

Week 2 Oct. 2018

- Disassembly started – chrome trim, tailgate, lights, doors were removed and disassembled, front sheet metal removed
- The interior and all components under-dash removed along with all wiring harness tagged and boxed
- Steering column and pedal assembly remained in place
- All glass removed
- Engine and transmission removed

Week 2 Nov 2018

- Body & chassis relocated to body shop for cleaning, detailing, repairs and painting.
- Rust repair was so minor it is not worth mentioning, however the incredible amount of undercoating that was applied in 1986-presented complete protection with no voids on the entire vehicle underside. The firewall forward was taken to metal and all components cleaned and detailed.
- Cab and box mounts were changed and the entire underside sprayed with Rock guard.
- During this process, the engine was dismantled, measured and taken for rebuilding.
- Cleaning and restoration on all interior components, under hood accessories, brackets was started.
- The grill was de-anodized and in excess of 35 hours spent removing dents, sanding and polishing.

Week 2 Dec 2018

- Truck picked up at body shop and returned home. Unforeseen circumstances for the following 6 weeks prevented any work being completed. Radius Rod Bushings renewed.

Week 2 Jan 2019

- Engine machining and rebuild started
- All wiring harnesses' cleaned, degreased, stripped and re-taped
- Steering column and pedal assemblies removed and renewed.

Week 4 Jan 2019

- Engine picked up and painted
- Engine, transmission, exhaust system and overdrive installed in chassis
- New firewall insulation pad installed.
- My talented associate and mentor ***Bill Cole*** leaves for AZ,

Week 1 Feb 2019

- Assembly starts working from the rear of the vehicle forward
- Tailgate moldings and clips renewed
- Lights, latches, wiring harnesses and all trim pieces installed to front of box

The next area was the engine bay. Wiring harnesses were installed with all firewall components. New accessories, lines, hoses, carburetor and brake hydraulics were all installed

Cab rear window and windshield installed

Front sheet metal followed to complete the firewall forward.

The cab interior followed, starting under dash, wiring harness and accessories

Wiper assembly, heater unit and vent trim, dash pad, fuel tank, carpet, seats etc. followed

Week 2 Mar 2019

- The engine start up and subsequent camshaft break in revealed no anomalies.
- Back inside the doors were re-assembled, installed and aligned, with all new glass and seals
- For all intent and purposes this completed the project, save some minor adjustments and glitches
- New wheels and tires finished it off. The result is very rewarding.
- When you go the extra mile and make no compromises
- The workflow and psychological aspect can be somewhat overwhelming at times, so even in the low times I forced myself to accomplish at least one job per day minimum. This keeps a forward momentum to get you through.

As indicated in the beginning this process worked well for me and produced a superb product in a very short time frame. I am no expert in restorations but offer the above in hopes it may assist someone in their own project.

To this end – it is respectfully submitted.

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