Gmt400 tahoe

Street and Track. Lowered and Bagged Suspension Discuss bags, links, spindles and traction adders. Sub-Forums: 3. Latest: Windshield washer pulse delete? Frank Enstein , Feb 23, at PM. Transmissions High performance and stock transmission questions and advice. Street Build Threads The Build Thread area is for you to keep a closed thread detailing your work on your projects. Copy your tech pictures and writeups from other areas of the forum to your thread here. Not sure where to post? Try here first. Latest: Winter Weight For Traction? CrustyJunker , Feb 16, Towing Talk about towing with your truck here. Latest: What have you towed lately ameadows7 , Feb 22, at PM. Lifted and Offroad. Also stock offroading discussion. Latest: Upgrade steering parts stratton , Feb 23, at PM. Latest: Shock tower strut bay under the hood Vikingdude , Feb 14, Because it is really all the same. Which gets the nod? Supercharged , Feb 23, at PM. Transfer Cases Tech help on GM transfer cases. Latest: '94 NP shifter rod extension? Offroad Build Threads The Build Thread area is for you to keep a closed thread detailing your work on your projects. Sub-Forums: 1. Wiring Diagrams. Latest: Got the stock radio in, but I'm having some issues Steven Petersen , Feb 23, at AM. This is how I customized mine. Color matching, debadging, tint, custom paint, linex etc. Pictures and Video. Member Trucks Post pictures or video of your truck. Latest: Mini Bert! An s Maybe a ZR2? Photoshop For signature requests and photo edits of your vehicles etc. Latest: How to post pictures in threads! Erik the Awful , Dec 31, For Sale Full access members can post for sale threads here. New members can only reply. Wanted Full access members can post wanted threads here. Classifieds Feedback Leave and see feedback from past transactions. Latest: Cokeman95 Cokeman95 , Nov 6, Post the link here! Latest: stuff that catches my eye Dravec , Feb 21, at PM. Preferred Vendors. At Auto Accessories Garage we have all the top name brand accessories at rock bottom prices. Click or call Latest: Smog delete magimerlin , Apr 13, Schurkey , Oct 20, Check out our selection of parts and accessories at CARiD. Latest: Exhaust help kennythewelder , Apr 23, RockAuto RPM Graphics Latest: gmt decal 93chevyluvr , May 11, Member's Area. Introduction Introduce yourself here. The Garage Discuss your tools, work areas and methods. Latest: Suburban down. Regional Find local members for meets, shows or parts. Latest: Texas Roll Call! Events Post about any good car shows or meets coming up! Feedback, Help and Suggestions If you are having any issues, need help or have some ideas for the forum, let us know here. Latest: Looking to purchase need pointers. Your name or email address: Do you already have an account? No, create an account now. Yes, my password is: Forgot your password? As affordable, buildable cars from the s and '70s become more difficult to find, we're pleased to see enthusiasts' interests turn to alternative body styles and cars from the '80s and '90s, many of which have just as much, if not more, performance potential as any '60s era Chevelle or Mustang. Interestingly, these are known colloquially as the OBS Chevys: the "old body style. Outwardly, the GMT was quite a visual departure from the square body trucks it replaced, but more noteworthy changes could be found underneath its sleek, aerodynamic body. This was the first GM pickup to have an independent front suspension on their 4x4 models, with torsion bars and CV joints replacing the solid front axle and leaf springs of the previous generation. Another innovation introduced on the GMT was shift on the fly four-wheel drive, which replaced the C10's manually locking hubs. The frame was widened to move the fuel tank inboard, quelling safety concerns about the older truck's side-saddle gas tanks. The GMT's clean, rugged looks have stood the test of time, and its relatively simple construction lends itself easily to modifications. With literally millions built over its production run, these trucks are affordable and waiting to be restored or resto-modded with an increasingly growing number of performance aftermarket parts. Overall, these are simple, reliable trucks, but like all vehicles, they have quirks you'll likely need to address as an owner. Here are a few, in no particular order:. Yes, that disgusting tin worm that destroys our precious vehicles has a voracious appetite for these pickups. Although it was touted at the time as having excellent corrosion protection, that statement was only true in reference to this generation's predecessor. Cab corners, rocker panels, and the wheel arches are especially susceptible to rot, especially in wet and snowy climates. GM redesigned the dashboard in these vehicles for the model year, and that was a significant improvement over the hard plastics used for the early dashboard. Those are prone to cracking or disintegrating completely due to sun damage, while the later design was much more resistant. The cloth upholstery also fared better than the leather seats over time. Typical of most American cars in the '60s and '90s, the paint is easily damaged by the sun, and you'll likely find oxidized clear coat, if the clear hasn't all peeled off by now. This is more of a materials issue, as the American manufacturers attempted to comply with new paint emissions regulations. Cs came with 11x1 or 1. Speaking from experience, if you do any towing, hauling, or spirited driving, you'll be wishing for a bigger brakes up front at the very least. Plus, the Quick Take Up brake master cylinder and low-drag brake calipers, while sounding good on paper, combine for a mushy feel and long pedal travel that isn't inspiring. On the whole, those

aren't major problems, and solutions to all of them are easily found in the aftermarket. These trucks were prodigious and popular enough that many original replacement parts can be found at dealership parts counters, online retailers like Rock Auto, and at your local auto parts store. You can also find plenty of good, used parts in the junkyards, which is a huge plus. Replacement sheet metal is available from restoration companies like Classic Industries and truck specialist LMC Truck. You can buy the aforementioned cab corners and rocker panels, as well as complete doors, bedsides, floors, fenders, hoods, and tailgates, and all are surprisingly affordable, too. Door panels, carpet kits, and new upholstery are widely available, allowing you to spruce up that tired interior with a quick weekend's work. If you're looking to build a performance-minded muscle truck, there's never been a better time. In the braking department, Little Shop Mfg offers a front big brake upgrade and rear drum to disc kits. Truck specialist Pro Performance offers several brake and suspension upgrades to fit your budget, plus a comprehensive list of LS engine swap parts. Ridetech and QA1 recently introduced front and rear coilover conversion suspension kits, if you're wanting to step up from the typical drop spindle and axle flip lowering kits. Ridetech's kit utilizes a unique rear upper A-arm to locate the axle housing, while QA1 opts for a proven torque arm and Panhard bar out back. Tubular front A-arms and bigger sway bars are available from several manufacturers, with adjustable shocks to dial-in the ride. For a cottage industry option, check out the suspension and frame stiffening system from Elevated Concepts, Inc. Owner Derek Parker is a GMT fanatic and developed a company solely devoted to suspension and rack and pinion steering systems for the platform. No matter what you choose, these trucks look amazing with a 4- and 6-inch lowering kit, and that, plus a good set of shocks and tires, will really wake up the handling of these vehicles. Things can get problematic when considering engine performance upgrades, depending on your local emissions laws. Obviously, the sky's the limit if you live somewhere that doesn't have annual or biannual emissions tests, and things aren't so bad if you live somewhere that only does tailpipe testing. It gets ugly in a place like California that has strict visual and rolling tailpipe emissions tests because there aren't very many options for this era's throttle body injected TBI engines, or the and later Vortec Check out Moates. It's shortsighted for places like California to be so restrictive with what modifications are allowed. With today's aftermarket performance parts, it's entirely possible to build a cleaner running, more powerful, and more fuel-efficient small block Chevy to replace the outdated TBI system and its accompanying electronics. Things aren't any easier for folks looking to install a newer 4. Although these engines are definitely cleaner running, with sequential port fuel injection and precise engine management systems, to be CARB-approved, every single component of the donor chassis needs to be in place, from the smallest hose in the EVAP system to the manifolds and catalytic converters, which may or may not fit GMT's frame. You'll also need to prove that the ECM is unmodified and contains the factory programming. Personally, I'm happy to comply with tailpipe emissions; I like clean air, but I wish California would ease up on the bureaucratic-minded visual inspection restrictions and pedantic engine swap guidelines. Technology has moved on. Fortunately, transmission upgrades are simpler to accomplish. These trucks came with 4L60 or 4L80 transmissions, which became electronically controlled sometime around Plenty of aftermarket options are available. Gearstar can build a virtually bulletproof unit designed for all-out performance or hard work if you're hauling stuff around. If equipped with a manual, a few different versions appeared during the production of these trucks. The and series trucks could be had with a more robust NV These transmissions were specific to the trucks and not shared with passenger cars, and they are geared accordingly with a steeper first gear and bigger RPM drops between gear changes. If you are looking to ditch the automatic for a manual in a performance application, you'll be better off installing a "car" transmission, rather than either of the New Venture units mentioned above. They've also got the flywheel, clutch assembly, hydraulics, and can help you find a clutch pedal because used ones tend not to show up on eBay too often, at least in our experience. These smoother shifting Tremec transmissions will transform the truck's driving experience. A former Caltrans truck, Jeff Smith bought it from a government auction; actually, he and friend Tim Moore each bought Caltrans trucks one day in They dubbed the pair Jake and Elwood, and both proceeded to build them as magazine project vehicles. Each build was slightly different in scope, but both were a budget-oriented makeover with some performance parts. Jeff's truck had , miles on it when he bought it, though it was on its recently installed second engine. He gave the truck a cosmetic makeover with a cowl-induction hood, an Earl Scheib paint job , a inch suspension drop, and inch aluminum Rally wheels, then added CARB-legal shorty headers, and a performance exhaust system, some TBI modifications, and a chip change from Hypertech , and had the 4L60 rebuilt. In all, Jeff coaxed hp and lb-ft of torque to the rear wheels from the TBI ; that's not great, but roughly where it should be for a mostly-stock TBI , which was rated at hp and lb-ft at the

flywheel. By contrast, the more efficient Vortec and later made hp and lb-ft. After the work documented in those three Car Craft articles, Jeff drove the truck to work every day for 11 years, adding another , miles to it. I bought Project Jake from Jeff in July I've also done the obligatory tune-up and fluid changes. None of that work is out of the ordinary, nor was it expensive. I picked up a replacement tailgate and a pretty good dashboard from the junkyard, both of which were cheap, too. Jake has been my daily driver since the day I bought it. The odometer currently shows , miles, and the car has been drop-dead reliable and inexpensive to operate. That is more of a function of our crappy Los Angeles traffic, however. The best fuel economy I saw was 21 mpg in open freeway driving returning from Bonneville last year. I love this pickup and plan on keeping it a lot longer. Designer Steve Strope and I discussed some build options in our Sketchpad issue last year, and a brake upgrade would certainly be on the list. I wouldn't mind rowing my own gears with a manual transmission swap and am also considering coilovers at some point. I'd also really like to build a clean, efficient ish horsepower small block that runs on Holley EFI, Edelbrock ProFlo 4, or a similar, tuneable port fuel injection system, if California ever allows such a thing. In truth, the GMT platform has been desirable since the day it came out, with customizers like Boyd Coddington being among the first to modify them. It's not quite accurate to say the GMT platform is the next big thing when it really always has been popular. But in the last two years, we've seen a dramatic uptick in the amount and quality of performance aftermarket parts available for this platform. It will be very interesting to see how far it goes. Close Ad. John McGann Author, Photographer. Share on Facebook Share on Twitter. Log in or Sign up. Jul 2, at PM 1. Well I figured I'd update my progress. Finally ended up completing my NBS seat swap. Found some great dark pewter leather bucket seats on eBay out of an 06 Tahoe. It came out great! Still have some shimming to do but I am thrilled with the outcome! Even got the power seats to work by making my own harnass from my old seats. Jul 3, at AM 2. Really nice looking job. Colour is a great complement to the rest of the interior. Would love to know more about the fabrication you did to make them fit. HotWheelsBurban likes this. Jul 3, at AM 3. Those look awesome. Jul 3, at AM 4. Jul 3, at AM 5. I can snap a few pictures later today of how I made the brackets. No welding it's all bolted together. I ended up buying new seat riser bolts for the floor pack of 25 OEM GM fender bolts that worked perfectly because my stock ones were toast! Seats are quite larger than the OBS ones, but way more comfortable and fill the interior up nicer. It's a tight fit also, especially on the drivers side for some reason. The arm rest on the door almost touches the seat side while passanger side has a gap. But they do fit and is a fairly easy job to make the swap. I just wanted to share because I was looking for weeks on how to do this swap and found no info really other than people drilling new holes no thanks. So hopefully I will be able to help others out with this. HotWheelsBurban and On3honksGo like this. Sep 18, at PM 6. Any update? Really interested in doing this myself. Already have the seats so the faster you respond with pics, the faster I can get started. Sep 21, at AM 7. Feb 12, at PM 8. Mar 3, at PM 9. Those look great. Nice job. Mar 31, at PM Looks really great man! Wish I had leather seats. You must log in or sign up to reply here. Show Ignored Content. Share This Page Tweet. Your name or email address: Do you already have an account? No, create an account now. Yes, my password is: Forgot your password? We process personal data about users of our site, through the use of cookies and other technologies, to deliver our services, personalize advertising, and to analyze site activity. We may share certain information about our users with our advertising and analytics partners. For additional details, refer to our Privacy Policy. You also acknowledge that this forum may be hosted outside your country and you consent to the collection, storage, and processing of your data in the country where this forum is hosted. I Agree. Login or Sign Up. Logging in By logging into your account, you agree to our Privacy Policy , personal data processing and storage practices as described therein. Remember me. Log in. Forgot password or user name? GMT Tahoe family rig. Posts Latest Activity. Page of 1. Filtered by:. Previous template Next. So I this may be a little out of order. I lost pretty much all of my pics from the beginning of the build breaking phones and shit. So I'm getting back on it and throwing up what i have for now. Little back story. I got this thing in Wanted to build a rig the wife and I and kiddo could drive out west, wheel some trails, sleep in or on top of it, and drive back home to Bama. The previous owner killed the trans and I hate autos anyway. So plan was always to convert to manual. So bout the time I got the rear shackle flip and 14b in it we got some bad news. My son has Marfans Syndrome. Which we already knew. His lens in both his eyes dislocated when he was 3 and thats how we found out. But he had no other new issues pop up till his retinas started detaching at basically the same time. In the middle of that we sold basically everything we owned other than a car, truck, tahoe and our belongings. I quit my job. We bought a truck camper and traveled for the next few months showing my son a little more of the world thats out there. So now I'm back on the tahoe to get it done for a few months out west next year. Attached Files.

Last edited by slowlygettingthere : , PM. Tags: None. Comment Post Cancel. Hope your son is getting through this all man. Keep it up, he's lucky to have people like you to care for him. The hoe is looking good though! What parts are you using? Build plans? Thanks man. Most people understand but some don't. Kids seem to handle things in stride a lot better than adults sometimes. His self confidence has improved a TON since he started at the A. Amazing school. Well the plan at the beginning was normal stuff. Planned to do a rtt and and a water tank in somewhere as well a an arb fridge. That will change a little bit this time as far as the camping part of it. I mounted the early style clutch pedal setup since my trans is the early style low gear with a external slave cylinder. I shackle flipped the rear and just kinda tossed the front together when we moved. Since we have a camper now I plan to go more offroad with it and less camper. Will depend on if I try to tow camper with it or flat tow it behind truck with camper on it. Working on a homemade ebrake setup and a couple small things to add to it. Last edited by slowlygettingthere : , AM. Its a pita to type anything when I load a pic with my phone. Made a little progress over the holiday. Trans is in. Should have been in last week but like a dumbass I tried to put trans in without it strapped to the jack. So it was a bit sore for a few days. I going to redo the cross members with tubing for the trans and tcase. Just getting it together to take m

wiring a doorbell diagram
2007 ford edge manual
pontiac sunfire battery

y son for a drive in it before his next surgery. Cool build. Next time use some whiskey and a strap on that trans. Good luck getting it driving for your son. Thats my son's leg in the middle pic. He was helping me tear it down. For some reason he wants to stay in his boxers all the time when he is at home. Go figure. Im going to finish stripping it down and do a little trimming on that mount. Then reassemble it with new bearing and gaskets. When I put that rear output housing on it I noticed all the sludge in it along with all the debris stuck to the magnet. So figured it was time for a refresh job. Looks good. I've got an NV and bolt to swap into my ' Have been considering options for an SAS as well. Will be following. I will clean up that hole and make a cover for it. That is just easier for me than cutting and plating the case. I did trim a little off the top edge, but made sure not to go to deep into the case. Bo Duke. I dig the two door. Keep the updates coming. Yes No. OK Cancel.