



Project Bronco Trail-er Part 2

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From time to time you find your mind wandering, spawning an idea that makes even people that don't know you question your sanity. Here is proof that it is not always best to spend too much time thinking about a project before you start. This is the second chapter of that story.

11 After the undercoating had set-up the tub was attached to the frame with stainless bolts using rubber pads between the tub and the frame



12 A bulkhead was cut from 3/16" aluminum diamond plate and fitted to the front of the tub with counter sunk stainless steel 1/4" socket head machine screws.

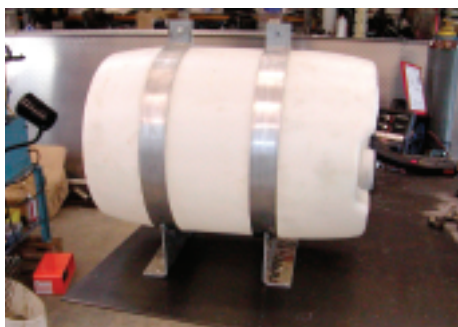
13 With function being as important as form, attention was turned to the accessories that needed to be mounted in or on the trailer. The first things to be addressed were the items that would be mounted to the front on the trailer, two 5 gallon gas cans, 25lb propane cylinder and a 500 watt Honda generator.



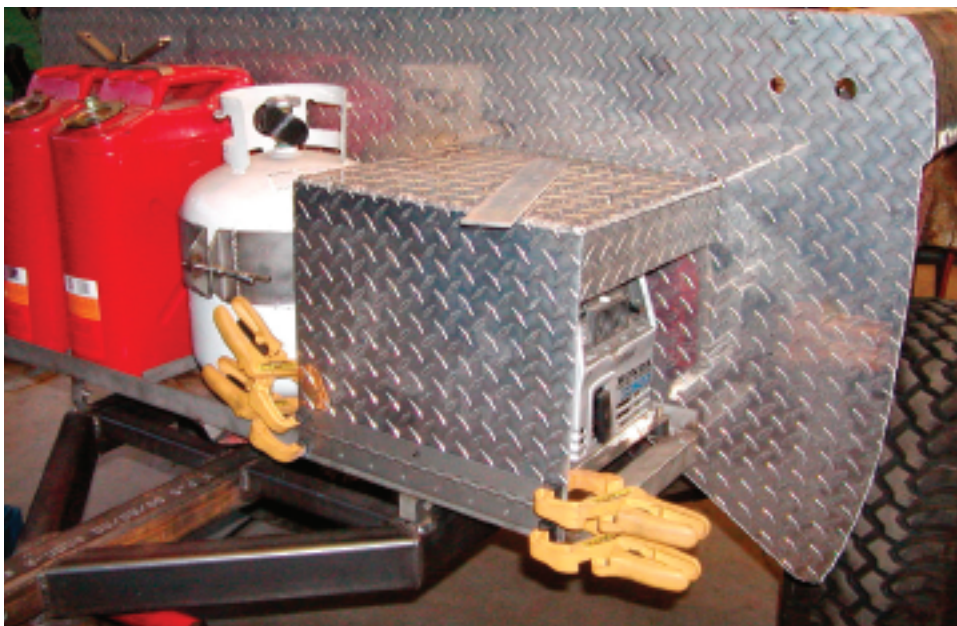
14 A tray was fabricated from 1 1/2" .125 304 stainless steel angle, and the mounts added for each of the items. The mounts for the generator were the most challenging, the solution was, using equipment vibration isolation mounts available from McMaster-Carr...



15 and a hinged cover made from aluminum diamond plate, and held down with rubber hood latches, also available from McMaster-Carr

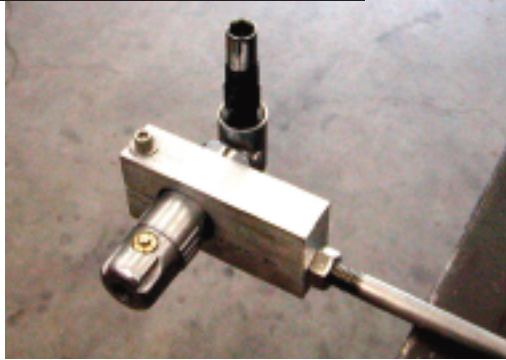


16 For the water supply a 15-gallon carboy was used, and mounted to the inside of the tub with aluminum straps.

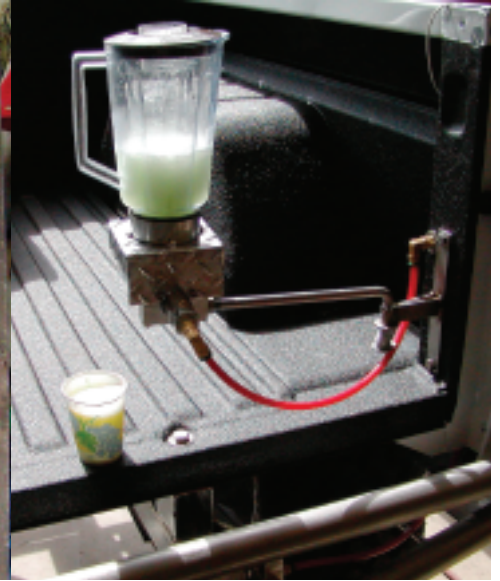


17 The water is pumped with a Shurflo 12 volt pump with a built-in pressure switch through a 1/2" poly-braid hose with a hand sprayer that has a quick disconnect on the front bulkhead of the trailer.





18 Since air was going to be plumbed to the trailer it just seemed logical to add a blender (you just never know when you will need one on the trail). (19) The blender was modified from a standard home model by replacing the electric motor assembly with an angle head die grinder and some custom bracketry.



19 Once all the metal body parts were fitted, welded and straightened, the bodywork began. Since my wife had “got the ball rolling” on this project she figured it was time to get her hands dirty (it’s a good thing, I can’t sand my way out of a wet paper bag). She started by straightening the bodylines, and doing the bodywork, after which she primed and blocked all surfaces that would receive paint.



20 The trailer was now transported to Keizer Collision Center in Keizer, OR, where my wife applied the gravel guard to the front of the fenders and flares, (22) and sprayed the tri-coat white with blue pearl paint supplied by Industrial Finishes in Salem OR. Once the paint was cured, it was taken to Mid-valley Line-X of Salem OR, where the inside was sprayed with a liberal coating of urethane bed-liner.



21 Then the rack for the generator, propane cylinder and the gas cans were attached.



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