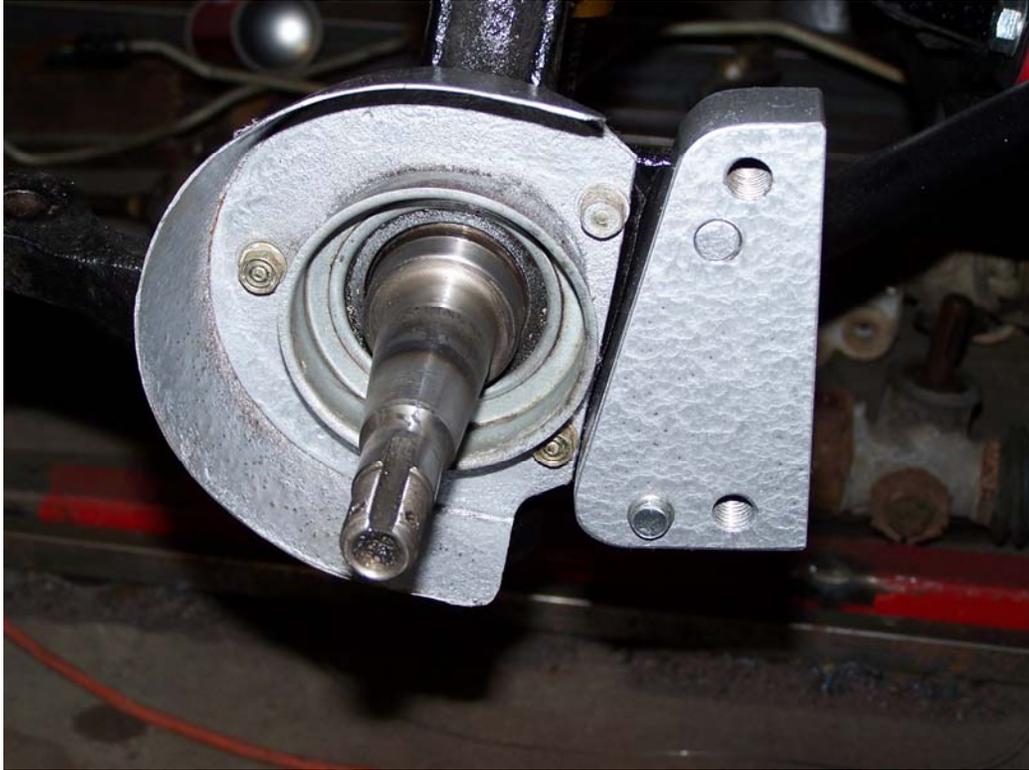


Jim is one of the builders that always has fun with the project. Not his expertise in designing what he wants and then notice his humor with the work and weather.

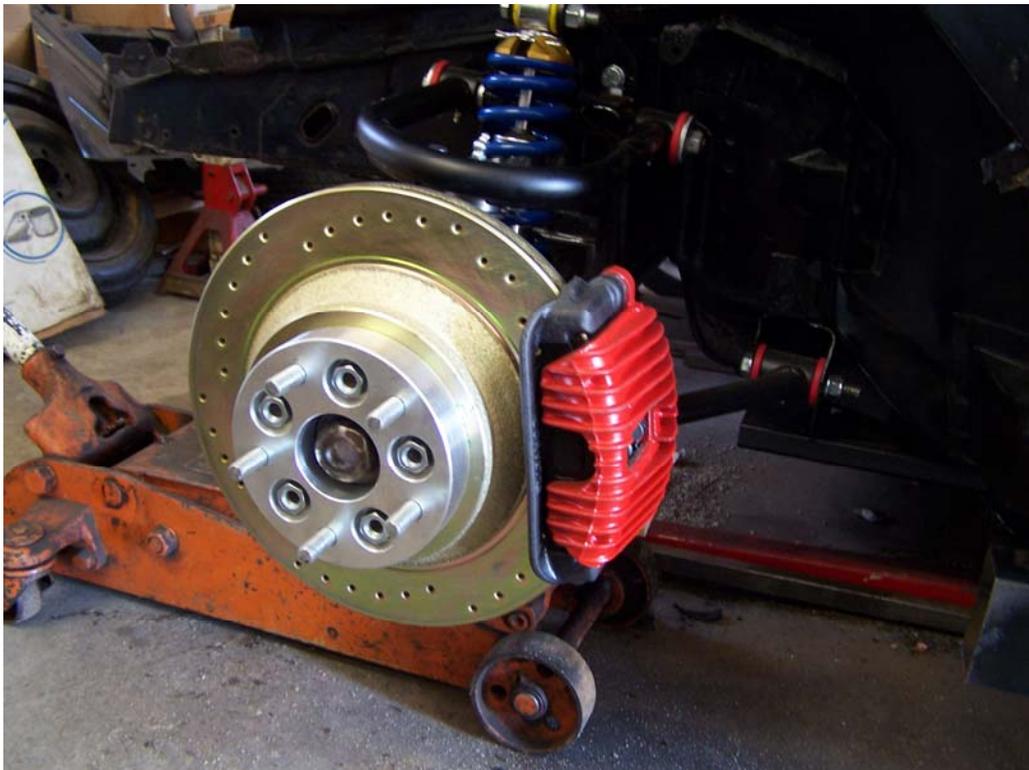
March 4, 2010 - Sunny and 42° today! Gasoline just went up 20 cents / gal. My wife is redoing her bathroom so I have to monitor the redo project. Lambo will have to wait a couple of weeks. Here are some more update pictures.



Here is my cut down Fiero rotor hub. Notice the caliper bracket attachment bosses on the spindle. Both the upper and lower boss have to be trued flat and the surface that lies between the bosses has to be ground away for the adapter that bolts to the bosses.



LH knuckle with the cut down stone shield and the caliper bracket adapter plate installed.



Finished LH brakes with C-5 Corvette 12" Rotor & Caliper installed.



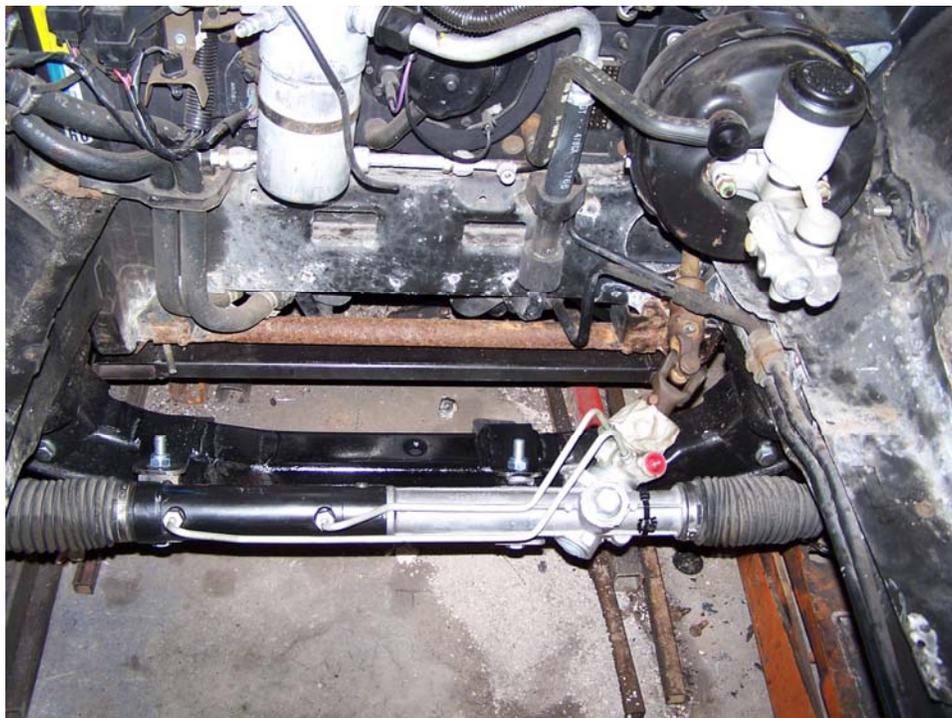
On to a new chapter. Front Power Steering. Notice the outboard cut to allow the clearance of the steering shaft at the front cowl panel



This picture shows the clearance with the lower steering shaft attached to the Rack & Pinion.



I am installing a '98 Firebird power rack & pinion. Here you can see that I have cut off the two Fiero R&P brackets and have welded the two lower R&P bracket plates to the crossmember.



Power R&P upper brackets installed and welded. The LH & RH inner tie rods had to be shortened as the unit is wider than the OEM Fiero unit.



Trial fit of body to chassis. With the Held Wide Track front suspension, the front end height dropped over 1½". This was an answer to a problem that had plagued me about what was needed to correct my ride height. Summer's coming. Now what did I do with my Coppertone???