

It all worked out great. I did gain the one inch I was hoping to attain. This means for the tie rod to hit, the wheel has to be driven up nearly four inches from a high impact hit. A soft hit means the tie rod and car move together and their relationship does not change. Photo #7 shows the tie rods.

One additional item is worthy of comment: Shortly after the installation was first complete, we discovered that we had lost about 20-25% on the turning radius and also steering speed. After some layout study, it was decided to try the shorter steering arms that I knew were available from vendors. These arms were the ones that Steve Blake used in the Avantis during his stint with Avanti Motors. I got them from Nostalgic Motors in Wixom, Michigan. I had them installed locally and at the same time had the king pins rebuilt, once again, with parts supplied by Dan Booth, owner of Nostalgic. To say the very least, this all worked out great. The steering speed is good and the turning radius is better than before.

The first rack that went in had some problems with it and I had to replace it with a remanufactured unit from Moog. The first one was came from a parts recycling (read "junk") yard.

Was it all worth it? For me the answer is yes! I had so many tired parts that a major rebuild would have been needed and I am sure the expense would have been substantial. As it now sits, I probably have nearly \$1400 into it and I know that Don did not charge me for all the time he put into it. He

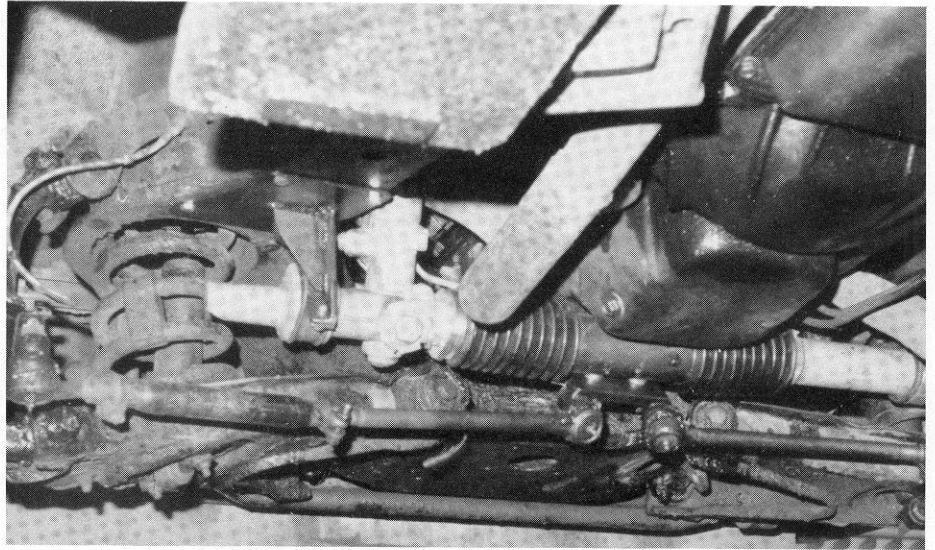


PHOTO #7

kept to his original estimate. Now, how many garages do we know that would do that? As you can see in the photos, the old steering box is gone, the four hoses are gone, and the slave steering cylinder is gone. In place of the above is a nice tight front end. I would do it all again.

If any of you have questions and want to talk, please call me. I'm not a great one for writing--phone calls are easier. Rick Tobin, (716) 872-5284. ◆