

PHOTOS BY RICK TOBIN

"About the only rack that would fit was a center-steer rack for the J-cars that GM builds."

up on the post. When I can spend the time, I will adapt the windshield wiper motor and the washer pump to the post switch arrangement.

In hopes that pictures are worth thousands of words, I have included the seven photos that I hope shows the amount of work that went into this project. I obviously have great respect for Don's craftsmanship.

The key original question was would a rack fit? As noted earlier, only a "center steer" (most cars have end steer) rack had a chance. Even though it was a tight fit, it did go in. I think photo #2 shows best the shoe horn fit. Photos #3 and #4 show the brackets that Don designed and fabricated to both hold and properly position the rack at the right angle to receive the universal from the steering post. Also, what photo #6 only remotely shows, is that the spool section of the rack just fits over the cross member and the hydraulic fittings just make it. No room to spare. A second major item relates to hydraulics.

What was under debate was whether or not the stock power steering pump could do the job. If not, would the orifice in the back pressure section have to be changed. How much fussing around would have to be done to get it right?

---

WHAT ABOUT THE POWER STEERING PUMP?

---

As it turned out, the power steering pump (the stock GM model that came with the car) worked just fine. Even with the slightly larger tires, and with the car not rolling, side to side movement is no problem as there is minimal resistance.

Another consideration was the connection of the post to the rack. Photo #5 shows the upper connection and photo #6 shows the lower connection. ▷

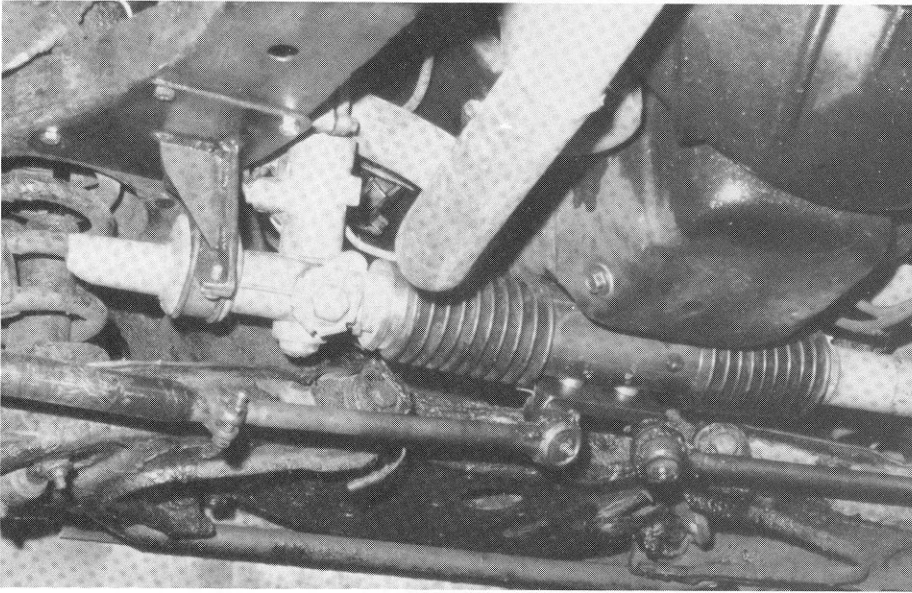


PHOTO #3

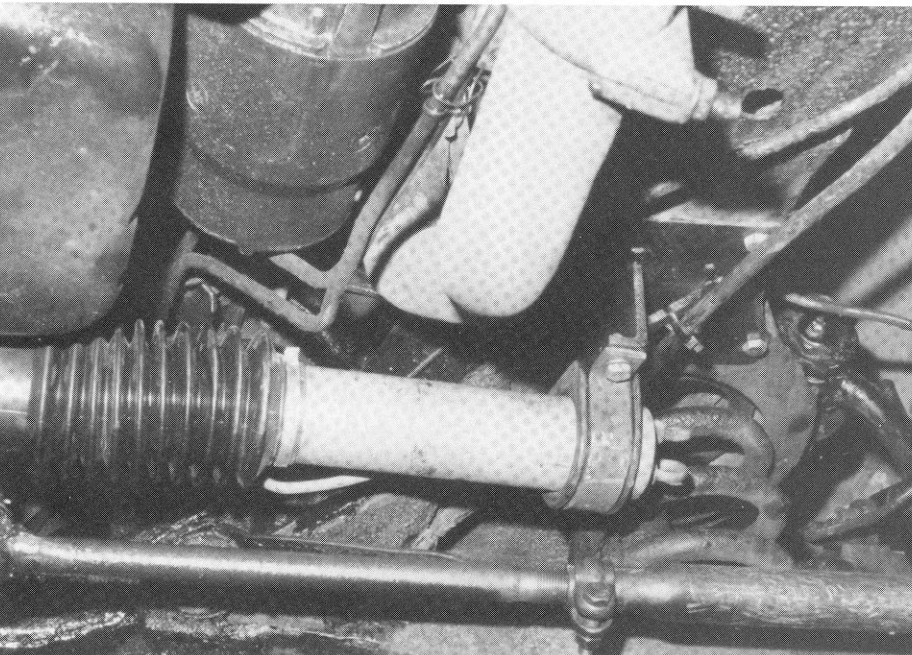


PHOTO #4