Before You Give Up . . .

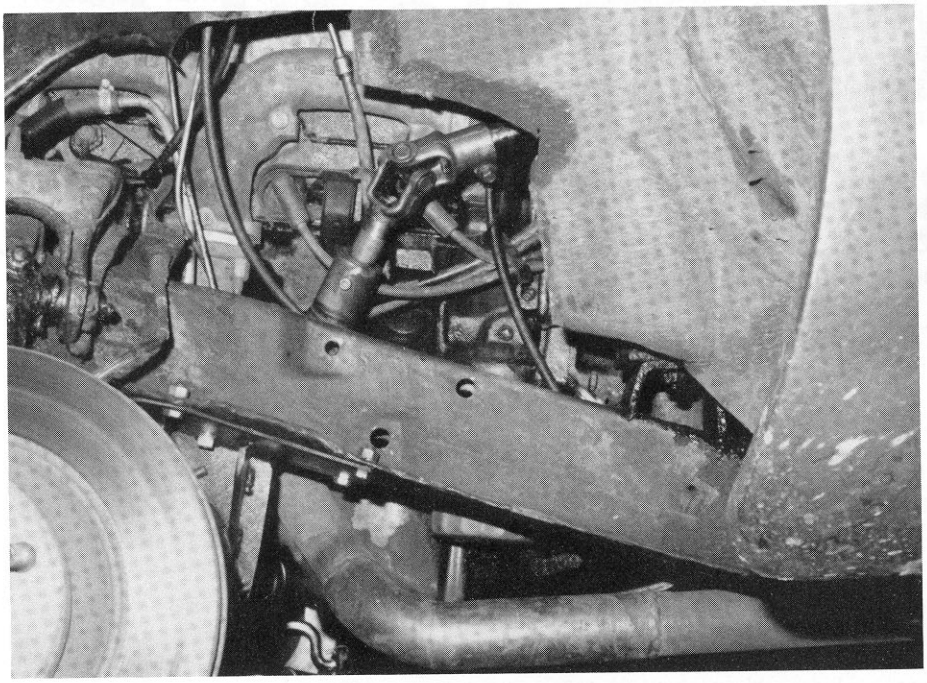

PHOTO #5

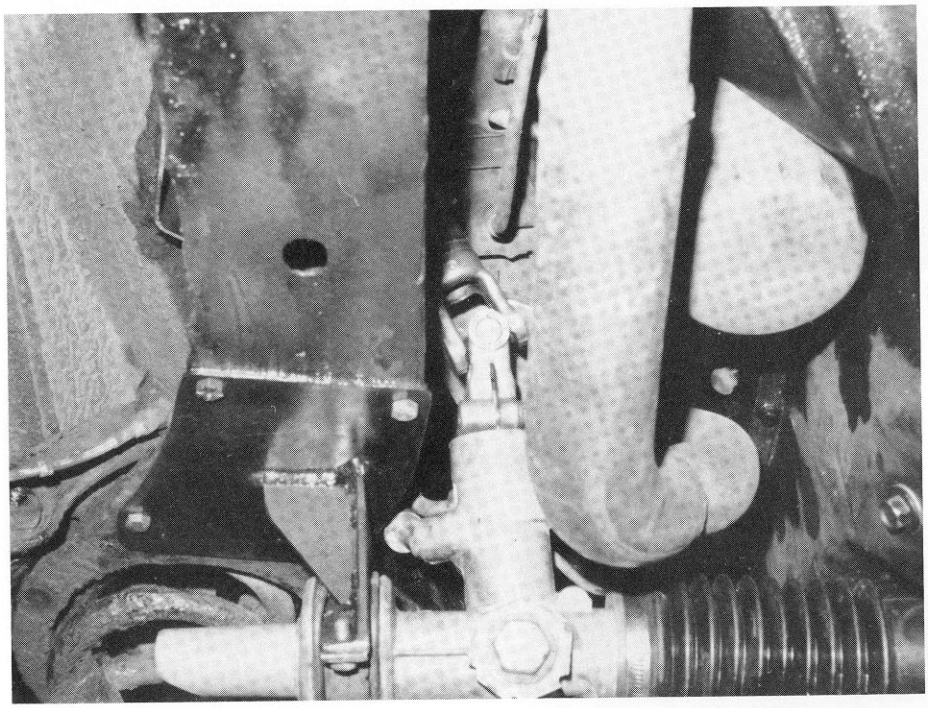

PHOTO #6

Notice the universal joint just above the frame assembly. The author offers to those attempting this project consider a rebuilt unit (from Moog) rather than obtaining a unit from a junk yard.

This connection was accomplished with a double universal. The last concern was related to the tie rods.

Note in photos #1 and #2, the connection at the rack and the steering arms. There was concern that there would not be sufficient clearance between the tire rods and the rack in the running configuration (that is, as the car goes down the road). The concern was real. On one side the clearance is approximately one inch and on the other side about 1¼ inch. I tried designing a bracket that would move the center connection down and to the rear somewhat. While it did greatly improve clearance, bump steer also became a significant problem and it was back to the drawing board. My regular mechanic and I are working on a solution that will probably involve the configuration of the tie rods themselves. He has done similar efforts when he needed to improve said clearance. Therefore, at this point the story is not complete.

Completion came with the successful manipulation of the tie rod assembly. The problem was that on the left side (the driver's side), the inner end of the adjusting sleeve hit the rack support bracket (there is only one inch plus clearance) The completing solution came after discovering that the connection on the wheel end was 1 3/8 inch higher than the connection at the rack. I quickly became apparent that all I had to do was first turn the tie rod assembly end-for-end and bend the long rod. I took the car in and my mechanic bent the rods by using a drawing I made as a template.