

2008

The frame was stripped down and sent to be sand blasted. All the suspension parts were also blasted. Even though the body was in very poor condition from Midwest driving for several years, the frame was in very good condition and needed minor repairs. All of the control arms had new bushings and ball joints installed. New bolts were used to attach the suspension parts to the frame. New springs and shocks were installed and all new steering linkage. The power steering gear box was rebuilt by Lares Co and installed.





Frame before dissemble

The differential was cleaned and the bearings replaced. The third member was removed cleaned and checked. The gear ratio was different from what Pontiac had in the specifications on standard cars after careful examination of the bearings and ring and pinion they were installed back in the housing. Everything was painted with PPG DP90 epoxy black which gave a satin finish very close to the chassis black used when the was new. There were a number of holes in the frame where it looked like things were tried at GM but not used. The differential has a sway bar attached. It was different than any thing I have seen. The rubber bushings were shot and I could not find any direct substitutes. I did find a shock mounting rubber bushing that was close and with the help of a close friend who is a machinist; he turned the rubber bushings down to work.



Frame after blasting and on rotator mounts for work and painting





I got new brake and fuel lines from Inline Tube. These fit very well and all the brake systems were replaced. The 8 lug brake drums were glass beaded turned and the painted with wrinkle black. These were the original brake drums and still in good condition.

This finished most of the work on the frame. I had a set of old tires and installed them on the completed frame and moved it into my trailer to wait for the engine to get done.

