July to Aug
Got the radiator back. It has the two hose connections at the top and is a 4 core. I rebuild the windshield wiper motor unit and washer pump. I had to wait some time to get a new pump rubber plunger. The major problem with the unit was the grease got hard and needed to be cleaned. Painted it with the wrinkle black. I had the radio repaired and got it installed in the dash. Installed the ash tray after a rebuild, Nearly all the dash is complete,

Sept
Worked on the engine hook ups. Have to figure out how the heater lines run. All the hoses were installed for vacuum and boost. Installed all the lines to the dash instruments for oil and temp sensors.

I still needed to come up with how the throttle linkage was installed to the peddle linkage. There is no detail of how this was done. Based on materials I got with the blower from Mickey Thompson years ago, I built up a rod and pillow block unit on the back of the blower. I mounted the rod and pillow block centered on the back of the blower and began to see what I could hook up and get the necessary travel on the accelerator peddle.

The front fenders and grill support was taken out of storage to get it ready for painting. I made a drill plate to locate the X400 letters on the fenders. Next I drilled all the holes for the trim pieces that hold on the rocker moulding. Next I had of find a way to make the lower front trim piece for the fenders. I had nothing left and to find a way to make them by hand.

Mid Sept I came up with an idea to make the front fender trim piece. I tried a soft .05in brass plate and tried to form it on the fender with a slapper. The slapper is a wood handle with a thick leather piece attached. This lets me hit the metal and not make dents in the plate. This did not work well and I could not make the brass plate soft enough to work. I tired a copper plate after softening the copper is worked better but still was a problem to get enough force on the plate of form it.

I contacted a company call Forman Products they make epoxy forming products. I made a dam in the fender where at the place where I needed to make a form on the fender to make the plate. I poured the material in the fender and made the parts in the photos below. After this cured it became very hard and I could pound on this form to make my piece.

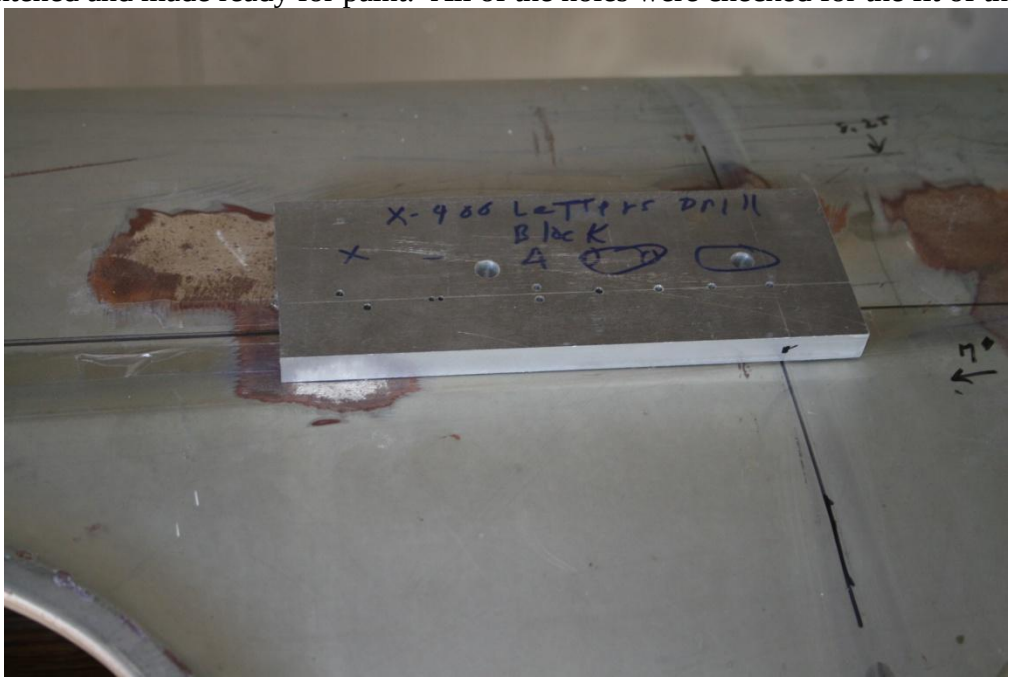
To form the needed piece I tried a brass plate, but could not get it to bend enough to fit the fender. I could not anneal the plate and make it soft enough to work. I anneal a copper plate and it worked out very well. By using a slapper and the English wheel I was able to make the part. Next I had to modify the brass trim part that was on top of this plate. All holes were drilled and the parts installed on the fender.

All the front end parts were taken to be paint stripped.

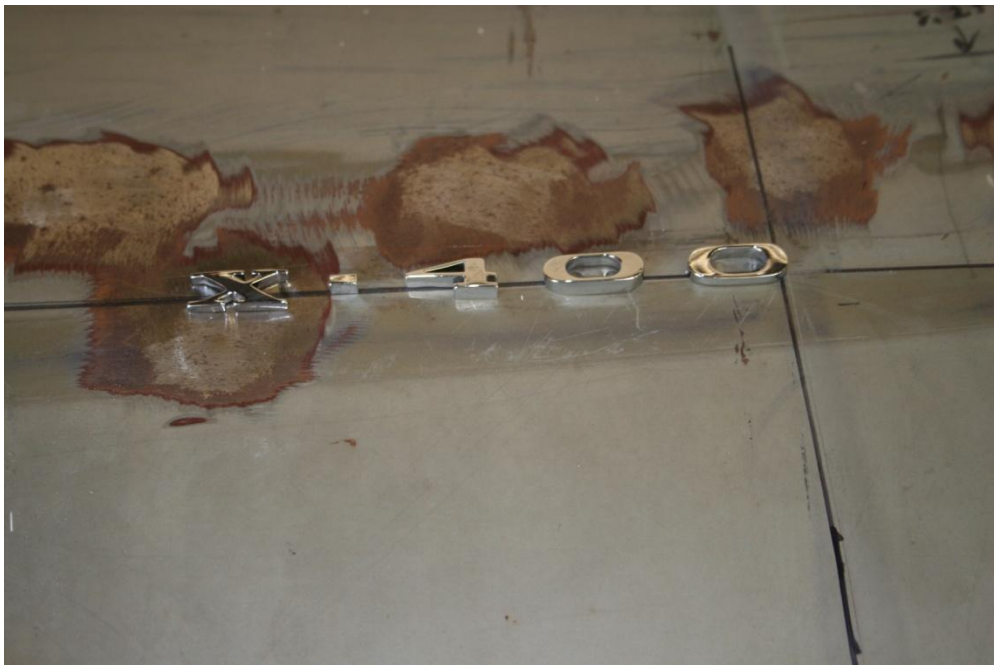
October
I worked on the engine to make the parts for the throttle linkage. I installed the accelerator pedal and the linkage on the fire wall to engine. When fitting the linkage for the throttles I had to find a way to apply springs to the linkage to close the carbs and keep them closed at idle. The spring pressures were too great for the linkage and I had to remove the rod on the back of the blower that synced the cars on both sides. I had to drill and pin the link arms to the rod to keep them from moving.

After several trials with the springs and linkage I managed to get good travel on the accelerator pedal and I could keep the carbs closed. I still needed to install helper springs on each side to help keep them closed. All vacuum lines are hooked up and the heater hoses installed.

November
I took some time off work to work on the fenders and grill support. Each fender was check and straightened and made ready for paint. All of the holes were checked for the fit of the letters and trim.



Letter drill block on fender.



Letters test installed

The fenders and grill support was painted using all the processes used on the body. Epoxy primer, K36 sanding primer, a guide coat and sanding until all the small defects were removed.

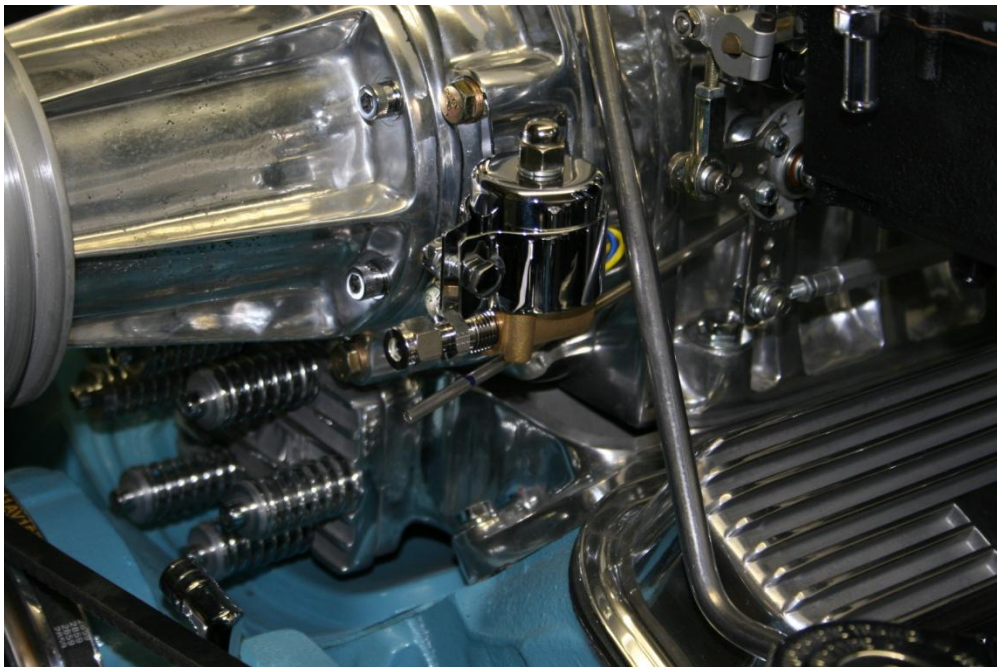

K-36 primed fenders

A reduced coat of the Epoxy primer was sprayed as a sealer followed by the color coat then the clear. All went very well and no bugs or items got into the clear.

After the paint cured for several days I color sanded it with 1000 grit and a wooden block to make sure all surfaces were as flat as possible. This was followed by 2500 grit and the buffing the finish. The final results were very good and all the parts are ready to install.

December,
This time was used to complete as much as possible on the engine and under hood items so I would keep leaning over the fenders as little as possible. All the hoses were installed and I got the linkage on the throttles were adjusted and tightened and the springs installed. I now have enough peddle travel in opening the carbs.

I installed the solenoid for the fuel injector and installed a fuel filter at the pump. I used a air conditioning fuel filter with a return outlet. I used the extra outlet to supply the fuel injector so both the injector and the carbs are supplied with filtered fuel. The injector solenoid are used to start the engine since the side drafts carbs do not draw well on start.



I installed several parts on the interior to finish it up some more. All the wiring is in and the full electrical needs to be run to see if all works.

I painted the two rear side emblems and installed them.

End of December to Jan 2014:
We installed the fender and front end grill support. The two grills were installed. These are the Grand Prix grills with the interior surfaces painted with a semi-gloss black instead of the normal silver on the production car. The X-400 letters were installed in each fender before the front end parts were installed. It took several days of adjusting the front end sheet metal to get all the gaps correct. Things went fairly well and any more adjusting will need to be done when the hood is installed. I did have a problem with the upper radiator support which is chromed and had the X400 emblem on it. When it is installed it hits the blower pulley. It will need to be cut off to clear. In looking at the photos you can not tell at first that is was cut. The photos I have of the engine compartment do not show that part very well, but after careful examination you can see where it was cut.. So will cut it off and redo the chrome plating. I installed the wiring and the head lamp brackets on the fenders. This is one place where there is a difference from what was shown in the factory photos.
They show everything was cut out of the fenders behind the head lamp support. When the car was first done they used a rectangular type of head lamp instead of the 2 individual lamps. After the first show these were removed and it appears as though they installed the two lamps and a new plastic cover and grill. The rectangular head lamps did not look very good as they did not fit the opening well. So I am going to install the standard lamps and follow what was changed later. At this point much of the car is together. The remaining items are the hood, seats and top boot. I still need some smaller items, exhaust cutout cap and bumpers installed. I am not going to hook up the exhaust to the side ports as I do not want to have exhaust causing a problem in this area. All the parts are there for hook up if needed in the future.