

Chapter 7 - Refurbishing Under the Gas Tank Area (Video Clip 7)



190. Prior to connecting the steering column clean the horn wire terminal and connection location with sandpaper or a wire brush, as shown.



191. Using two 14MM wrenches, connect the two bolts to the steering column.



192. At this point the car had to be turned around so that the front was near the garage door opening. Note: Since my driveway is on a steep slope I could not drive the car outside, since I can't crank the car in this condition.



193. I used dollies on all 4 wheels to turn the car around, and move the car to desired location, this required jacking the car up to allow dollies to be slid under each tire.



194. Spray on Gunk and wait 10-15 minutes. Note: In step 108, this area was wire brushed clean.



195. After 10 - 15 minutes wash the area down with a water hose, which is easier if the car is outside in the open. Note: be careful not to get water on the dash electrical area.



196. Dry the area with a yard blower.

(Work on this section - 2 hours)



197. After the area has dried completely, usually overnight, begin painting the firewall with the Eastwood rust encapsulator paint, as shown below.



198. Firewall and metal parts painted with Eastwood rust encapsulator paint.

(Work on this section - 2 hours)



199. Remove the brake fluid reservoir and clean the bracket and hoses.



200. Remove as much rust as possible, with sandpaper and steel wool, then paint the brake fluid bracket with Eastwood rust encapsulator paint.

A finish sanding and painting will be done later when the trunk is painted.



201. Remove and clean the brake lines and reservoir tank. It is best to install new rubber brake hoses at this point.



202. I sprayed the firewall with a rubberized undercoating. Rust will win in the long run, but this may delay it.

(Work on this section - 4 hours)



203. I decided to go ahead and replace the brake master cylinder while I was here. I disconnected the brake lines to the master cylinder and the stop light wires and then removed the two 13mm bolts from inside the car to disconnect the master cylinder.



204. From the front of the firewall side, remove the brake master cylinder.



205. Remove two stop light switches from the old master cylinder to install on the new master cylinder. Note: picture shows one already removed.



206. Install the brake stop light switches on the new unit as shown.



207. Then the new unit was set in place in the front firewall opening.



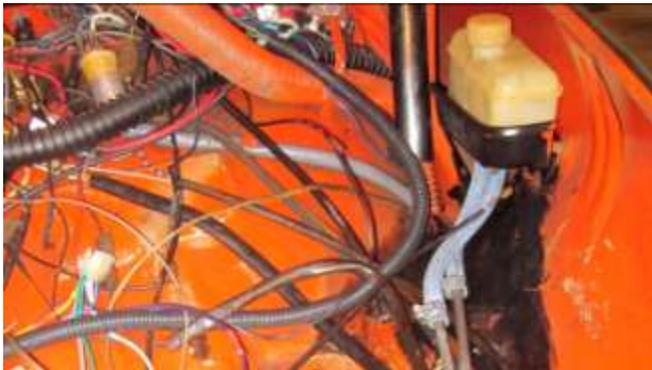
208. Two bolts for this assembly were installed with a 13mm socket from inside the car.



209. The brake lines were installed and then the stop light switches connected and the brake fluid line connected.



210. New brake line hoses with clamps, as shown.



211. Re-install the brake fluid reservoir and brake lines, then add the brake fluid. brakes will be bled after the pedal cluster is installed.



212. The fuel tank is finally reinstalled as shown.

*Work on this section - 5 hours
Work on this chapter - 13 hours
Total hours - 85*