

Status of car – August 11, 2022

First, work performed prior to this task list:

- 1) Total tear-down to bare metal, with discoveries of major front-end damage and various areas of rust
- 2) Replacement of both rear quarter panels
- 3) Replacement of right rear inner fender
- 4) Replacement of both front fenders
- 5) Replacement of entire pan from firewall to front of trunk bottom, and including all inside seat supports, with all seams sealed
- 6) Repair to extensive damage to firewall
- 7) Creation of 'dish' in firewall to accommodate HEI ignition (distributor clearance)
- 8) Installation of Frame Extensions bridging rear sub-frame to front sub-frame, creating a fully framed vehicle
- 9) All remaining surfaces other than the above replacements taken to bare metal
- 10) All bare metal surfaces sprayed immediately with OSPHO rust conversion compound, followed by buffing away the resulting converted 'microscopic rust' residue
- 11) All bare metal surfaces then immediately covered by two coats of acid-etch primer
- 12) Extensive restoration body work to create satisfactory surface for Direct-to-Metal ("DTM") high-solids primer
- 13) Application of 6 coats of DTM primer, with resulting wet-sanding to achieve surface ready for base coat/clear coat paint
- 14) Application of 2 coats of sealer, to protect primer from humidity, accidental dents and scratches, and to present consistent background color beneath base coat application

- 15) Application of truck-bed spray-on liner on underside of vehicle as an undercoat
- 16) Application of all 3 layers of Lizard Skin Sound Deadener and Insulation, with 3 coats of each layer
- 17) Total rebuild of 396 Chevy engine, internally balanced, and equipped with fluid dampener at front as a result of internal balance
- 18) Engine equipped with Edelbrock Performer 2-0 intake manifold, Edelbrock carburetor, roller rockers in fully rebuilt heads, HEI distributor, Hooker Headers, Engine Pro stage 4 cam, and various goodies
- 19) Muncie M20 was fully checked out by transmission shop to validate rebuild I had done to it years ago, then equipped with new Hurst 'Competition Plus' shifter
- 20) New front sub-frame, control arms, disc brakes, RedHead power steering box
- 21) All front end parts powder coated
- 22) McLeod Super Street Pro clutch, pressure plate and McLeod steel flywheel, all locally balanced by same shop that built the 396
- 23) New ring and pinion (3.42) with new Eaton "Detroit True-Trac" limited slip differential, fully installed by a rear-end specialty shop
- 24) All new rear brakes & backing plates, and all new brake lines front and rear, with new master cylinder
- 25) New fuel tank and lines purchased, awaiting installation
- 26) Application of 4 coats of base color paint
- 27) Application of 4 coats of clear paint
- 28) Application of semi-gloss black paint to rear pan between tail-lights
- 29) Application of 4 coats of clear paint over black paint between tail-lights
- 30) Wet sand all paint once cured
- 31) Buff all paint once wet sanded

HAND OFF TO RESTORATION SHOP (Done 2-18-2022)

~~Sub out vinyl roof skin~~

~~Sub out headliner, sail boards, & front seat belts~~

~~Attach front sub frame~~

~~Tack frame extensions to subframe~~

~~Attach rear axle, springs and shocks~~

~~Install inner front fenders and core support for engine compartment~~

BRAKES & FUEL:

~~Complete rear brakes and mount old tires & unrestored wheels~~

~~Run brake lines, rear brake line pressure regulator valve~~

~~Install brake booster and master cylinder & plumb to lines~~

~~Install new fuel tank and sender unit~~

~~Run fuel lines & plumb to engine fuel pump~~

~~Wire fuel tank sender to gas gauge~~

PREP TO FIRE ENGINE:

~~Temp install front seat (retained for this event. Other seat and back seat back and bottom are at upholstery shop and all other interior parts are on order)~~

~~Install radiator, fan, shroud and plumb to engine~~

~~Install heater core system, plumb as required~~

~~Install temperature control panel and attach to heater~~

~~Install electrical wiring loom and fuse block per instructions~~

~~Install battery tray and dress power cables as appropriate~~

~~Attach steering column to steering box~~

~~Install steering wheel to steering column~~

~~Install starter, wire and test~~

~~Perform initial timing prior to engine start~~

~~Install clutch, brake, accelerator pedals~~

~~Connect clutch pedal to clutch assembly, adjust & finalize clutch system~~

~~Add brake fluid, bleed brake system to spec, test~~

~~Install shift lever~~

~~Install center console and shift boot bezel~~ (In place but won't be finalized until after carpet is installed)

~~Wire all gauges in console, ignition, verify operation~~

~~Install dash gauges, wire as needed~~

~~Add fluids to radiator, engine, tranny, rear end~~

~~Restore, re-bearing and install drive line~~

~~Install speedometer cable~~ (came with multiple gear ends to match rear differential ratio; installed middle gear of selection but will correct as needed once on-road test allows calibration)

~~Wire turn signal lever to wiring loom, verify turn signals~~

~~Install and adjust emergency brake system~~

~~Install windshield wiper system~~

~~Install heating system including dash controls, and plumb as needed~~

~~Install headlights~~ (adjust aim when all body panels are installed)

~~Install LED lighting throughout vehicle at appropriate times (marker lights on front fenders are dangling, pending fender install; ditto for grill)~~

~~Install back-up light assembly to shifter, wire to electrical loom, test~~

~~Install 'Astro Ventilation' fresh air system~~

~~Install padded dash)~~

~~Fire engine, tune, and break in~~

PREP ONCE ENGINE IS AVAILABLE:

~~Perform test drive in parking lot to verify clutch operation and brake performance~~

BACK TO BODY SHOP:

Wet sand & buff main body clear coat to remove 'orange peel'

Polish and Wet Sand interior Clear Coat (**Partially Complete**)

Paint trunk with black spatter paint (**Lizard Skin application apparently making this difficult; resolution TBD**)

Install front fenders, valence, cowl, hood (**adjust body gaps and air cleaner as needed**), grill, trunk lid, doors

Paint front fenders, valence, cowl, hood, ~~grill~~, trunk lid, doors to finish (**all items except grill are in sealer over OSPHO/ETCH/DTM primer, awaiting base and clear coats after install**)

Wet Sand & buff front fenders, valence, cowl, hood, trunk lid, doors clear coat to remove 'orange peel'

Install chrome false 'hood vents' and new hood-locks on hood, verify lock operation.

Cut speaker holes in doors

Install speakers in doors and rear deck, connect to wiring

~~Install radio head end and run audio cabling including trunk power wire per MG instructions~~

~~Perform cable connections to head end~~

Install AM/FM antenna on passenger rear fender

Attach inner front fender skirts/splash guards

~~Install horn~~

~~Install tail lights and running lights and connect to wiring~~ (front running lights and side markers waiting for fender and grill install)

~~Install fresh air system~~

Install grill

Install floor board over rear seat frame connectors (TBD re Sub for Upholstery)

Install body seals for doors and windows

Install door regulators and windows

Install regulators in rear panels, install windows

Wheels restored, including new centers, new tires installed

Install chrome trim & ~~new gas cap~~

Install front and rear bumpers

Install exterior badging (SS insignia already installed on grill)

Install glove box and door

Install ash tray

Install inside and both outer rear-view mirrors (on hand)

Sub out front-end alignment

Sub out to create and install exhaust system – from collector to rear end

~~Sub out to install new windshield and reinstall rear window, both including trim~~

QC final check, deficiency report created

Deficiencies corrected

Sub out to upholstery shop, including seats, rugs, rest of seat belts (in progress; vinyl roof and headliner done, rear seat back & bottom, passenger seat under way at upholstery shop; finalize console after carpet install; note that visit to upholstery shop will be final issue prior to QA check and 100-mile break-in)

Perform test driving evaluation and adjustments as needed (100-mile validation run)

Final-weld frame extensions once shake-down cruise is complete

Coat frame extension weld area at sub-frame attachment

TURNOVER!!!

Return at 500 miles for total examination/torquing of all bolts/replacement of all fluids