

## *Radiator and Front end Modifications*

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To prepare the front of the car, it will be necessary to relocate the radiator and air conditioning coil. This will involve removing part of the fenders and cutting off the front section of the car. Once this is done, you will fabricate new brackets to hold the air conditioning components and the radiator.

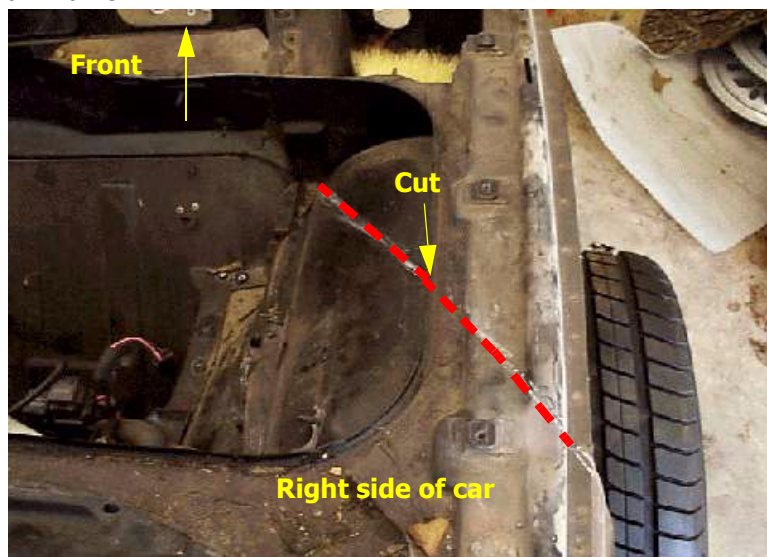
It is not actually necessary to remove the radiator and air conditioning coil. You may elect just to unhook all the mounts and tie the components out of the way. These illustrations are shown with the radiator removed.



**FIGURE 43. Front of car with radiator removed**

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Once the radiator and A/C coil are removed, cut the fenders off down to the main frame.



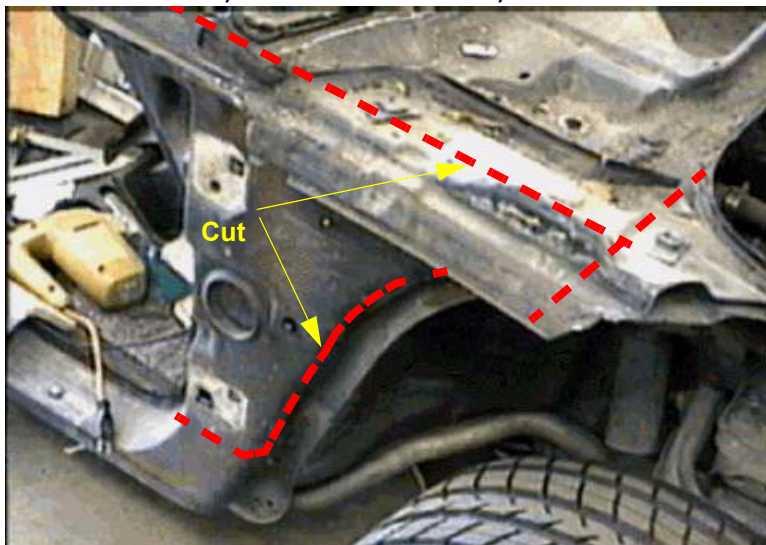
**FIGURE 44. Where to cut off front fenders**

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**FIGURE 45. Front view after fenders have been removed**

It is also necessary to remove some of the sheet metal along the sides to allow the necessary clearance for the Body to set down on the frame.



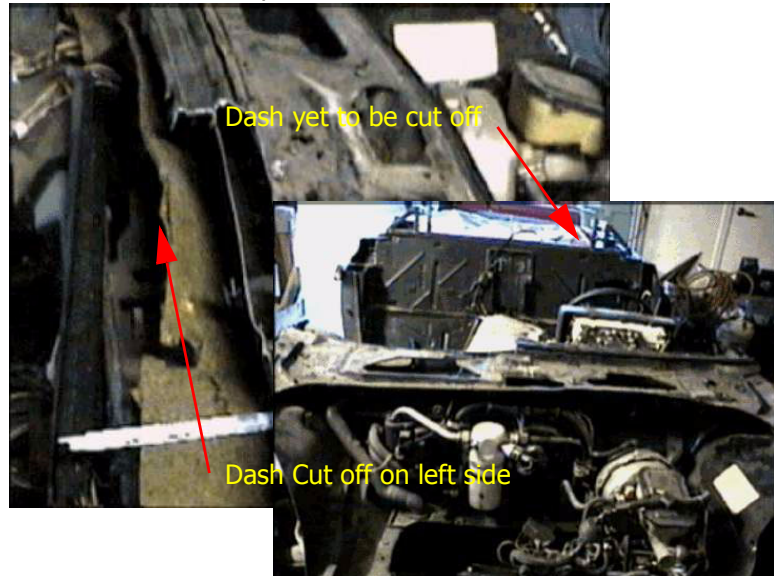
**FIGURE 46. Marking area to trim fenders**

When you make the cuts, we recommend that you use a 12" blade on your saw. It will be necessary to cut through braces that are inside this area that held on the door frames. We also suggest that you remove the front tires f



**FIGURE 47. Fender after the cut**

It is necessary to remove the windshield wiper control arms, wiper heads and the windshield wiper motor from the dash area. Once this is done, you need to cut off the top of the dash flush with the car.



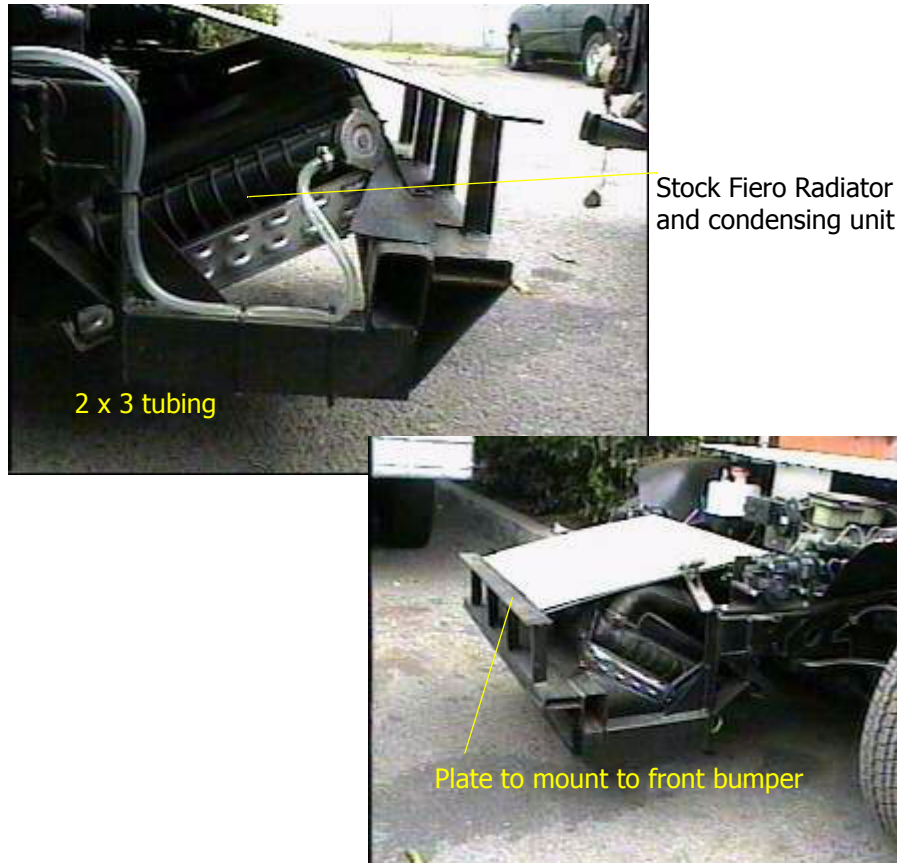
**FIGURE 48. Front view of dash partially cut down**

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## *Radiator*

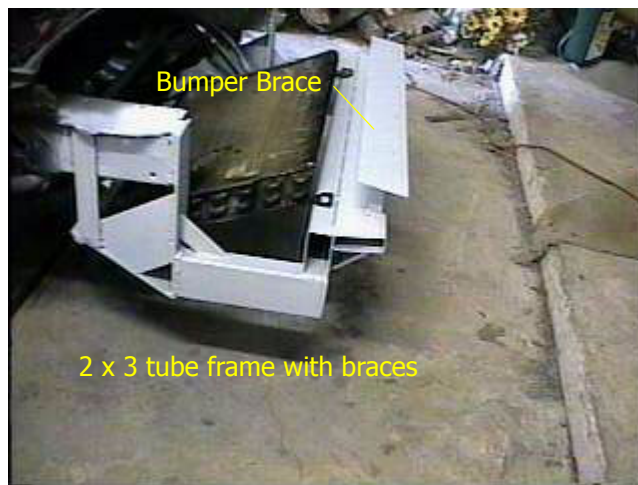
The Kit utilizes the existing Fiero radiator. If you are using an engine other than the stock Fiero engine, you will need to look at adding additional radiators to provide the required cooling capacity for the engine.

Installation of the radiator requires building a special frame and angling the radiator to a near horizontal position. This fabricated bracket is inserted into the frame where the front section has been cut off. Here you can see one example of how you can use 2 x 3 and 1 x 3 tubing to make a frame. The notched shape is to allow clearance of the headlights.



**FIGURE 49. Radiator - Side Views**

This is an example of a setup that uses the condenser unit only because the radiators have been mounted in the rear. The best way to construct this bracket is after test mounting the body and determining the clearance for the lights. This will vary depending if you are using pop-up lights or the fixed lights.



**FIGURE 50. Radiator frame**

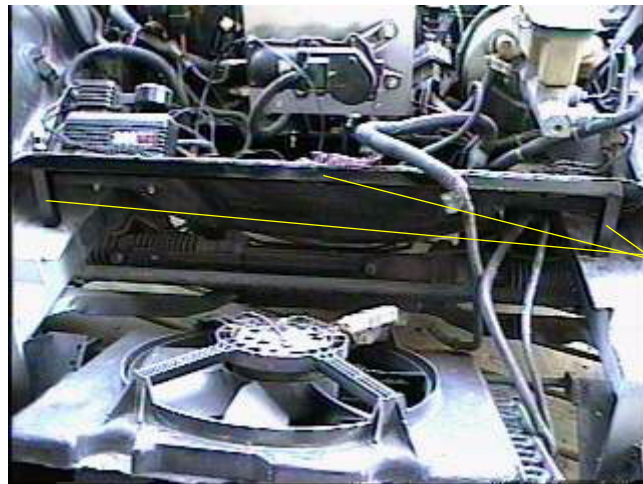
Here you can see how the body will be mounted to the plate. You will drill through the body and tap the plate 1/4" x 20 to accept 1/4" screws.



### *Radiator cover framework*

Once the body is installed, you will wish to construct a framework to cover the condenser/radiator unit. This will be covered with sheet metal to protect the interior of the trunk space. The idea is to make this removable in the event you should need to gain access to the Radiator fan or hidden components.

These examples show how the original Fiero boot area is retained. The plastic needs to be reinforced for support and this forms the basic framework that will be used to attach the radiator cover.



3/4" square tube  
welded to frame  
and under boot  
edge

**FIGURE 51. Boot support**

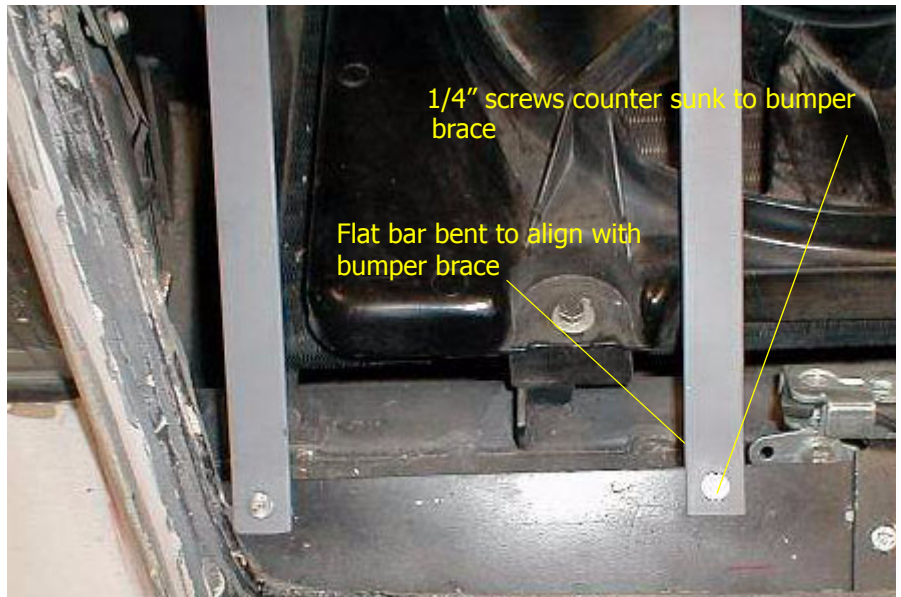
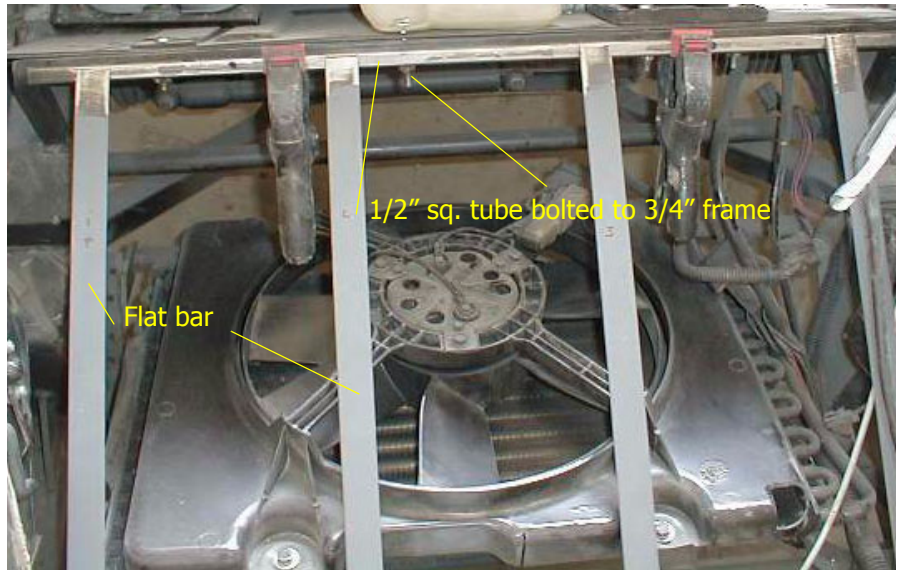
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## Radiator cover framework

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The framework consists of 1/2" square tube that is bolted to the 3/4" tube. Next 1" straps are cut to length and bent to match the contour of the trunk area.

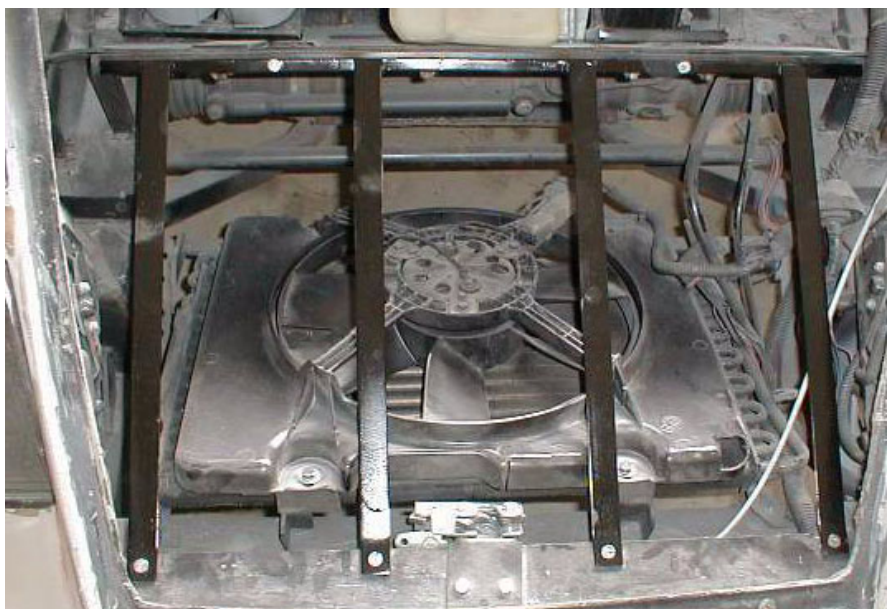


Tack weld the flat bar to the 1/2" square bar after initial fitting. Remove and complete the welds.



**FIGURE 52. Frame assembly**

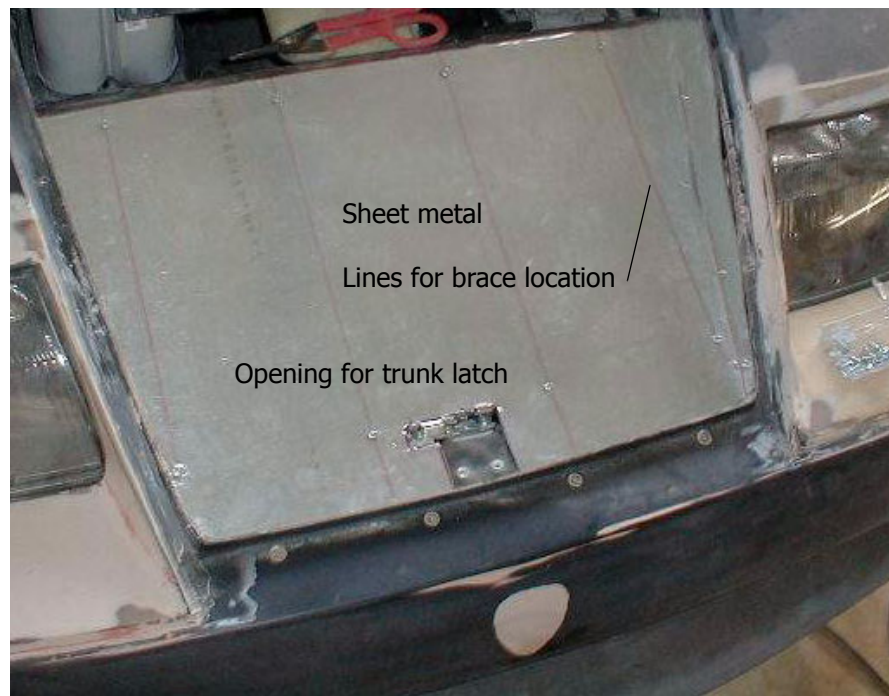
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**FIGURE 53. Completed framework**

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Once the framework is in place, you can now bend sheet metal to cover the framework. It is best to use a paper pattern to determine the exact dimensions. Once the template is created, cut and form the sheet metal to the opening. It is a good idea to mark the sheet metal with the location of the straps. This way you will know where to drill the holes for fastening the sheet metal to the braces. You can use 1/4" self tapping sheet metal screws to fasten the sheet metal to the braces.



**FIGURE 54. Trunk sheet metal**

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### *Trunk Latch*

You can utilize the existing Fiero latch release to a bicycle cable connected to the IFG supplied hood release mechanism. The cable is threaded through a bar that has been welded to the bottom of the latch mechanism. The cable is looped around a 1/4" bolt that is attached to the latch release.

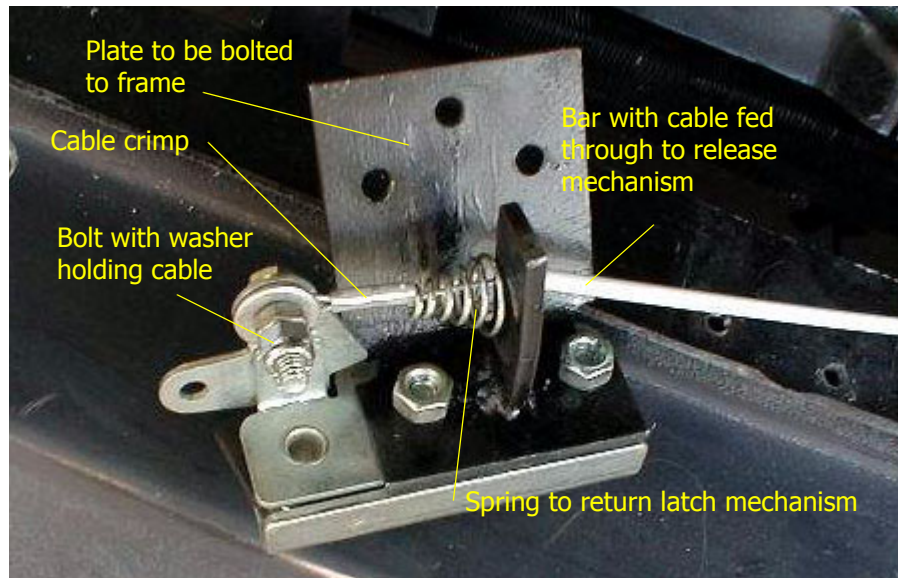
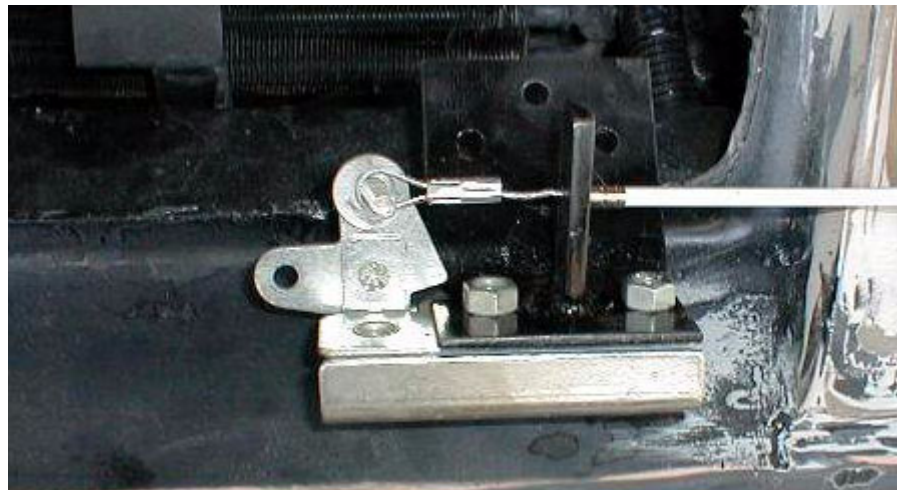
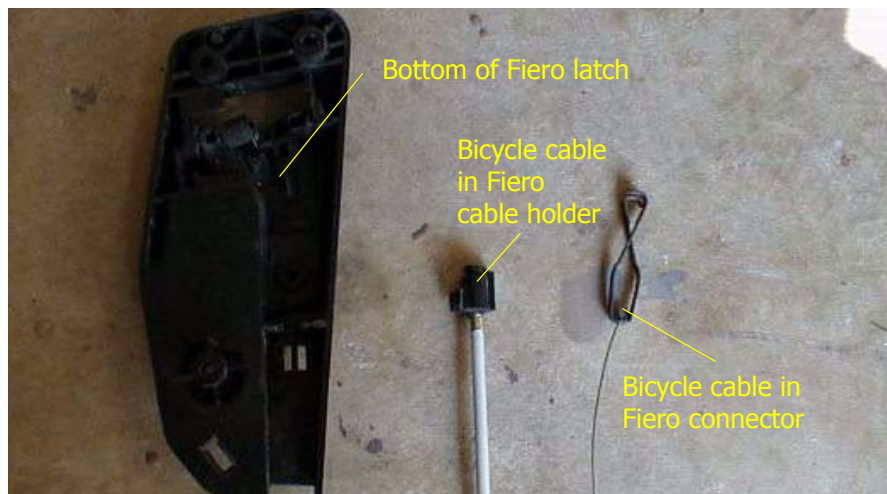


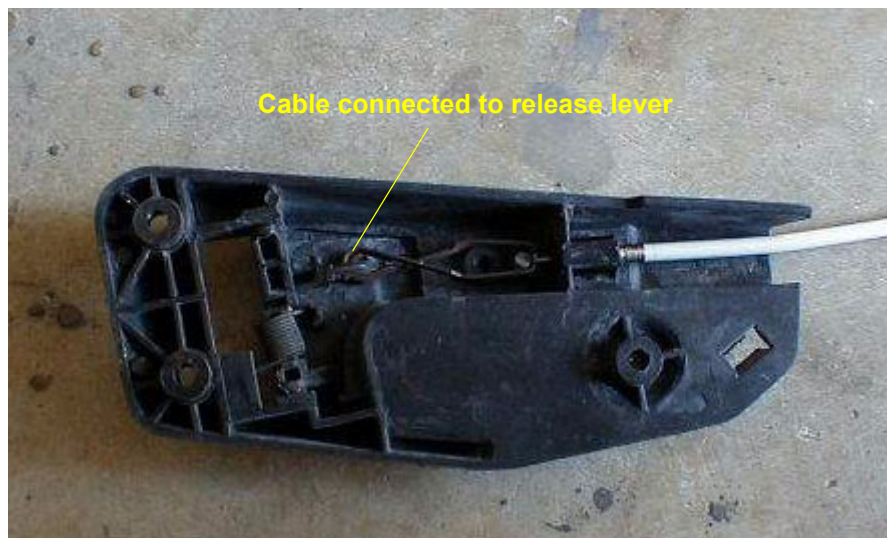
FIGURE 55. Latch assembly





**FIGURE 56. Interior connection pieces**

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**FIGURE 57. Completed interior latch assembly**

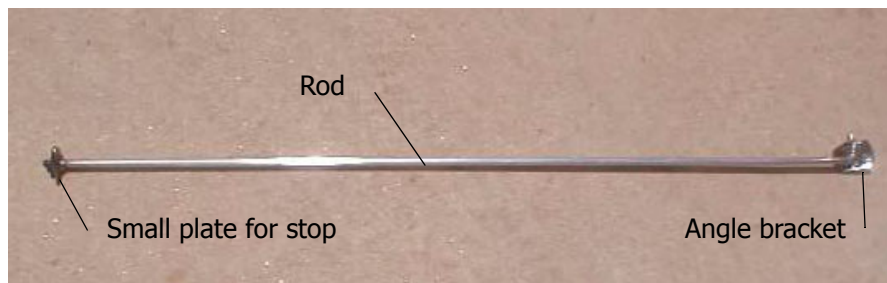
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## *Trunk Lid Brace*



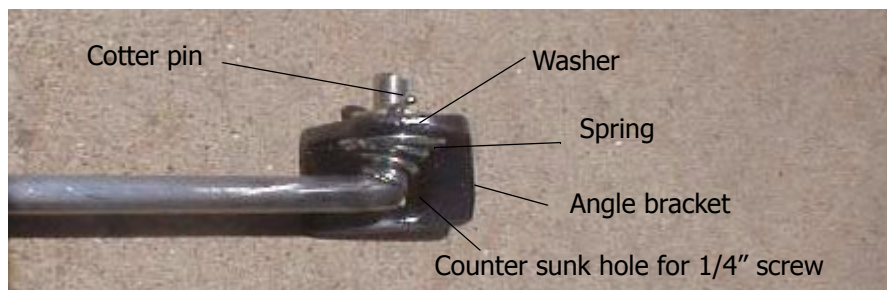
There are many solutions to use to hold open the trunk. You may elect to use the original Fiero trunk mechanism or you can even install gas assisted shocks to hold open the trunk. The following is a very simple solution that can be used as a trunk prop.

A simple rod was used with a small plate welded on the top to act as a stop. The rod was cut and welded at a 90° angle to act as a pivot point. This was inserted into a small angle bracket that had been drilled and countersunk to accept a 1/4" x 20 phillips head screw to fasten it to the trunk frame. A small hole is drilled in the rod to accept a cotter pin to hold the rod in place. A washer and spring were installed to prevent the brace from moving around.



**FIGURE 58. Trunk lid brace**

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**FIGURE 59. Angle bracket detail**

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