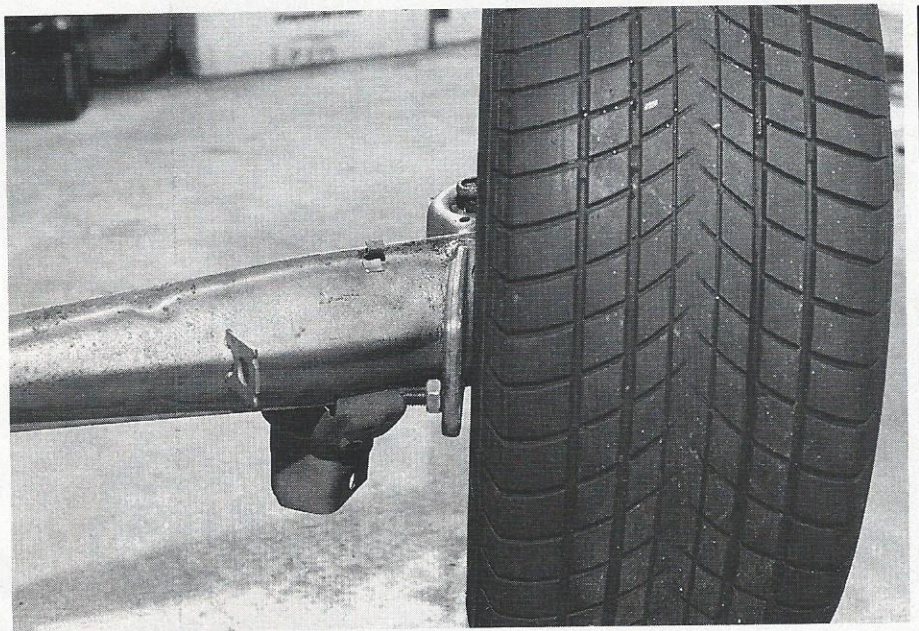
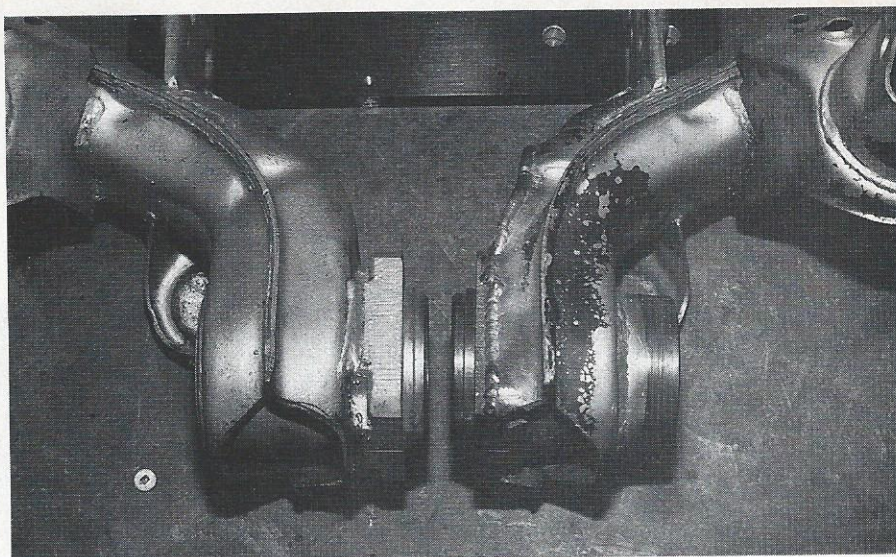


RIGHT, looking at the underside of a modified (right) and a stock IRS arm on the left. Notice how the bearing housing has been welded completely around each side. Welding should be done by a professional using either a MIG or TIG welding unit.



LEFT, with the new tire and wheel fitted, you can easily see just how close things are between the tire sidewall and the spring plate tab. Now you know why you have to use a flat head allen bolt. Tire shown is a 225/50/15 mounted on a 8-inch wide Porsche alloy wheel.



ABOVE, from the back of Bruce's car you can now see how trick the 8-inch wide wheels look. Bruce removed the dual mufflers so we could see the tire profile better. **RIGHT**, Bruce's car from the front shows the 225/50/15 rear tire print.

