

# Restoration History

1985 March 85G

VIN #85G-06

March '85 G #06 has received a complete "bare tub" up restoration.

- The tub was 100% striped, soda blasted and polished. Every possible nut, bolt, washer , fastener and fitting was removed and replaced.
- As the attached photos show, all the "hard" suspension parts have been "Cad-plated, anodized or restored to their original finish. A four (4) Bilstein shocks have been rebuilt. A four (4) coil over springs tested.
- Every drop link, wheel bearing, tie rod end, suspension bearing have been replaced as needed.
- The pedal assembly was rebuilt.
- AP brake calipers were rebuilt and new master cylinders installed. Any plumbing related to the brake system was replaced.
- 150 + parts were sent for crack check and or X-ray.
- All AN lines were pressure tested and replaced as needed.
- The entire electrical system has been replaced with Aviation grade/ Mil spec. wire. The entire tub has been rewired. All gauges were sent out to be tested and restored. All the switches, connectors, fuses and electrical components were inspected, tested and replaced as necessary.
- The Oil cooler, Transmission cooler, Fuel cooler and Intercooler have been tested and cleaned.
- New fuel cells with foam and fuel pumps (5) have been installed.
- New AFFF fire bottle and plumbing installed.
- The engine; 962 #125, type 962/70 (I believe this to be the 1986 Le Mans motor) has been completely redone by Jerry Woods. New Carillo connecting rods, all main + rod bearings ,factory piston rings etc. The Motronic 1.2 box has been tested. All associated plumbing (fittings, injectors, filters etc.) and engine wiring tested and replaced as needed. (Cap, rotor, coil etc). The motor has only dyno and Monterey Historics time. Approximately 6 hours. This is an Air/ Air single turbo, single plug, flat fan motor very similar to the 935/77 motors. A fresh turbo has been installed + waste gates overhauled.
- The Transmission; 956/962 #109 has been completely overhauled. Any syncros, sliders, bearings etc were replaced as needed. The titanium spool has been replaced with a factory limited slip unit. New axles and CV joints have been installed. The transmission cases and bell housing have been restored to factory finish. New Sachs clutch, pressure plate and release bearing have been installed. These are correct period parts, not newly manufactured replacement parts. This is significant due to frequent pressure plate failures in parts made circa 2005.

- The body panels are in 1987 Silverstone paint. We chose not to paint the body panels to preserve the patina. Currently the rear "short tail" deck lid is installed. The long "Le Mans" tail is included with the spares package.
- The spares package includes;
- New uprights for all corners,
- Le Mans long tail and additional pair of side pods.
- Additional sets of BBS wheels. I need to verify exact number. I believe 3 complete sets (12) plus wheels on car.
- Additional exhaust headers, Le Mans tail pipe, fresh turbo and collector pipes. No waste gates.
- Additional windshield from Richard Cleare era.
- Titanium spool, axles and CV joints.
- Any appropriate small bits, pieces and parts belonging to the car are included. All documentation + paperwork related are also included