

Of Pumpkin Eaters

Gather 'round the fire, and I'll tell you a tale of a squash and a squire; a man who drank ale. His name was Peter and you may think him a liar, but he was strong and stout and didn't have a tail.

On a dark, weary night, in a field of dirt gloom, he'd finished his harvest right, when up rose a moon. Gold-red and bright it approached like his doom, when granting him sight the sun came far too soon.

Across the field, came a Pegasus at 'im; he did not yield, but just jumped right in, his ownership sealed, and the deal might be a sin, that the harvest moon dealed; but he stayed within.

The sun faded away; gloom returned to the night. The beast fought to get away, and roared with all its might, nothing to belay its wild rush frock with fright.

A sign by the side of the road he did spy, with the number 129, he thought he would try. He set his mouth in a line, and a glint came to his eye, the Tail of the Dragon should be a good time.

Exhaust belching black smoke, the beast roared down the road; its fire Peter did stoke, this challenge bestowed. The partnership evoke, hostilities erode.

Eyes glowing red, with pumpkin-like fire, the pair kept ahead of the Dragon's well-known ire. Animosity put to bed, this togetherness desire, done wore out the tread on each of the tires.

He seemed to hear the moon's soft voice, as it faded from sight, "Peter, you made the right choice, and you did all right. I can tell by the noise, your content and delight."



Our next meeting will be at the Galaxy Diner on Saturday, October 13th. Come and enjoy a good time with other enthusiasts of your favorite car.

See the web site for details.

Membership Drive

It's that time again. No, you don't have to DRIVE anywhere; you can purchase a member-

ship from right where you are. You'll get the balance of 2018 for free with your paid 2019 membership!



Elections Soon!

Elections will be in November, so you need to start thinking about holding office, and about whom you would like to hold office.

Another way of looking at it, is that elected leaders are entitled to complain.

See the web site for details.

pcoming Events:

Monthly Club Meeting October 13th @ 1:30pm:

م 320 Henderson Mill Rd Atlanta, GA 30341

Galaxy Diner

<u>Club Picnic</u>

Run For The Hills #23

This year's Run For The Hills was a success, with great weather, good fun, and no slow cars holding up the works. Weather was a consideration, and there weren't as many of us this year as previous years, but we still had the signature RFTH fun.



Date and time TBD





This newsletter is the first in the Fall Fun Series. In this newsletter, we'll cover some more tips for keeping your interior nice. As always, we'll serve up some things you can do to get your Fiero in tip-top shape.

We're continuing with our Fiero appreciation articles.

Throughout the Fall Fun Series, we'll share details from those who know to help you get the most enjoyment from your Fiero. This includes tips for preventive maintenance, as well as general maintenance, small improvements, and show prep.

This issue's focus is on showing and telling you what and where various things are, from sensors, to switches, to relays, to solenoids.

Our product reviews will help you choose the right product for your Fiero. Whether you drive your Fiero throughout the year, or just occasionally, we've compiled the tips you'll need to keep your Fiero on the road.

Newsletter Subscription

We appreciate your feedback. Like it? Want something chan Not getting it? Don't want it anympre us know.

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You can reach our club officers and board members through the club email address: *GeorgiaFieroClub@gmail.com*

Georgia Fiero Club Store

If you haven't purchased your 2018 Club Membership yet, please head over to the Club Merchandise page on our web site.



We are the only retail source of Digital EGR Adapters, made by club member Scott Brown.

Great news! We now offer club T-Shirts, directly from

the web site, in the Club Merchandise section. These shirts are 100% cotton. As of now, the shirts are available in white, light grey, and dark grey. Please specify your choice when ordering.

Want to see what's on the front of the shirt? No problem! Turn the shirt over.



Each shirt is made with a vivid, full-color logo on the back, and the Fiero logo in the right front pocket area. Get involved. **Be recognized!** Show your club spirit.

We accept PayPal, so ordering today is fast and easy. These shirts are available from the Club Merchandise section of the web site. See the web site to make a purchase.

Notes From The Secretary...

During the September meeting, contingency plans for the Run For the Hills were discussed. This is, after all, our big event.

It was decided that, although the MicroTel Inn will still be the base for the event, if weather issues affect the original RFTH route, an alternate route will be used. As always, forethought and planning are utilized to make this the safest, most enjoyable event possible.

Whether you attended RFTH 23 or not, be aware that many hours of planning go into this event, for which planning starts almost a year in advance.



by Paul Ackerman (pgackerman)

Theories why the Fiero was canceled have been brought forth ever since it was canceled. Some say the Fiero was unprofitable, although the model—or at least every V6—made money¹. Others blame Chevrolet for not wanting another division of General Motors to have a cool car—which supports why Buick's Grand National was canceled in 1987. Most extend their "cool car" statement with, "Fieros threatened the Corvette", without defining *how*. Interesting, since the only way a V6-powered Pontiac could concern a V8 Chevy is if the Fiero had at least equal performance and cost less. Could that possibly have been the case?

Chevy's 1984, 4th-generation (C4) Corvette was a World-beater in every sense of the word. The base model hit 60 MPH in 6.6 seconds and shot a ¼ mile in 14.9 seconds². The 1985 model was even faster and cut a full second off both times. Enthusiasts would have to travel back before pollution controls, to 1973, to find a faster base³ Corvette than the '84, and all the way to '69's 427 to find one that might beat the '85—and none of these could match the new model's handling. At least Chevy was moving in the right direction, considering the last C3—produced in 1982—took 9.1 seconds to achieve 60 MPH and 16.4 seconds to wander a ¼ mile.

About the same time the C4 debuted, Pontiac introduced an interesting little car called the Fiero. This plastic two-seater was no threat to the Chevy—until the next model year. The 1985 GT came with a 2.8L V6 and far less weight than a Corvette: 2672 lbs vs 3239 (C4) vs 3345 (C3). The 1986⁴ GT hit 60 MPH in 7.9 seconds and a ¹/₄ mile in about 16.0, almost a ¹/₂ second faster than the last C3. The notchback '85 GT was lighter and probably even quicker. Granted, the Fiero came with a manual transmission and the 'Vette used an automatic, but it wasn't Pontiac's fault all '82 Corvettes came with automatics. What does this mean? Within three years Pontiac out-performed the pinnacle of the previous Corvette generation and, in 2018 dollars⁵, cost over \$20,000 less. That's \$47,967 for the C3



¹Some scepticism would be appropriate considering the sources: http://www.calgaryfieros.com/FIEROintro.htm and

https://jalopnik.com/5501545/pontiac-fiero-the-definitive-history

²All times are from https://www.zeroto60times.com/. Their numbers might not be correct, but at least they may be consistently incorrect.

³Only base Corvettes are used for comparison. Not much beats a ZR1, even today. ⁴My apologies for skipping years, but that's how 0-60 times are available.

⁵All 2018 dollar conversions were generated here: https://www.dollartimes.com/ inflation/dollars.php vs \$27,614 for an '85 GT. For extra emphasis, an '88 Formula with similar performance only cost \$23,497 in 2018 dollars. Perhaps some folks at GM noticed this while trying to contort themselves in and out

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of the C4's awkward bathtub seating?

Perhaps they even noticed Pontiac was preparing to introduce a new and improved Fiero by 1989 or 1990—that's a new model in six or seven years compared to the C3's *fifteen-year* production run. Changing models is expensive, which is why the C4 went mostly unchanged through 1996. Possibly someone at GM even noticed a turbo V6-similar to one in the recently-banished Grand National-was being considered (but not the same engine!) for top-of-the-line Fieros. Then, after hopping out of the Fiero's ergonomic seats, they looked at a chart similar to this:

Base Corvette					AL. ALU		a substitution of the subs	A IT I	
Model	<u>MSRP</u>	<u>2018</u> <u>\$\$\$</u>	<u>0-60</u> <u>МРН</u>	<u>1/4</u> <u>Mile</u>		South			
1968 327	\$4,663	\$33,910	7.6	15.4	PSI-LA	esta			Tb.
1969 427	\$4,781	\$33,201	5.2	13.8					
1970 427	\$5,192	\$33,951	6.0	14.1			5		
`73 (350ci) L82	\$5,635	\$32,686	6.6	14.9					
1976 L48	\$7,605	\$33,780	8.0	16.3	I doubt if these GM-folk would have been happ Let's get this straight: The C4 crushed the Fier in performance with 0-60 times 2 to 3 second better than our Pontiacs. But for how long wou				
1977 L48	\$8,648	\$36,631	8.7	16.4					
1979 L82	\$12,313	\$44,837	7.2	15.5					
1980 L82	\$13,965	\$44,885	7.3	15.2					
1982	\$18,290	\$47,967	9.1	16.4	- Alleria	Fiero			
1983	N/A	N/A	N/A	N/A	Model	MSRP	<u>2018</u> <u>\$\$\$</u>	<u>0-60</u> <u>MPH</u>	<u>1/4</u> <u>Mile</u>
1984	\$21,800	\$53,053	6.6	14.9	1984 SE	\$9,279	\$22,581	10.6	17.5
1985	\$24,403	\$57,131	5.6	13.9	1985 GT	\$11,795	\$27,614		200
1986	\$27,027	\$60,959	5.7	14.2	1986 GT	\$12,875	\$29,039	7.9	16.0
1987	\$27,999	\$62,465	N/A	N/A	1987 GT	\$13,489	\$30,094		F
	1 9/12	CONT CONTRACTOR	ana an	10	'88 Formula	\$10,999	\$23,497	7.9	15.8
'88 Convertible	\$29,480	\$62,977	5.9	14.4	1988 GT	\$13,999	\$29,905	8.6	16.2
			1.000		the second se		12		

this advantage last? Did someone look in GM's crystal ball and notice the next Pontiac Fiero would likely hit 60 MPH in less than 6.0 seconds and become serious competition, performance- and pricewise, for the Corvette? We'll never know, but we can make a case the Fiero would have been an awfully tough competitor.

What we do know is basically the same 'Vette that appeared in 1968, cost about \$14,000 more in 1982. Annual inflation over this period was near 7.5%, so \$1.00 in 1968 had the same buying power as \$2.77 in 1982. That '82 Vette should have cost less than \$13,000, but GM was making over \$5,000-that's \$13,113 in 2018 dollars—extra because consumers were convinced the car was worth it. This belief carried over to the C4. From '84 to '87 the price rose over \$9,000 in today's money. Convincing people to spend more money on the same car isn't easy and GM did (does?) not want to give up that belief to a new, far, far less profitable model.



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So the Fiero was axed. As a result, we see pictures of blue Corvette Grand Sports spilling out of a photo at some gathering where there are probably sections of so many other 35th, 40th, 50th, etc anniversary specials that they don't all fit in their photos. This brings about mixed emotions.

Anger, because the Fiero was such a great car and deserved better. On the other hand there's pride

because we have special. something There are not rows upon rows of identical cars at Coffee & Cars or even the recent 35th Anniversary Show; nor there are are 9,999,999 others with the same name. In a way I'm saddened by this and in a way heartened our cars are



more unique—they're not all the same color with the same stripe—and that's something to appreciate. Besides, with the mid-engine C8 coming out in 2020 we can all say it only took Chevy 36 years to catch up with the Pontiac Fiero. 😻





There are frequent questions about the various sensors, relays, filters, caps, switches, etc, and their respective locations. This article will help identify these items for you.

engine compartment, which is in the back of the to control the rich/lean fuel mixture. This sensor Fiero.

Air Control (IAC) valve, which are located on the have a Transmission Control Solenoid, or TCC. trunk side of the throttle body. The TPS monitors The TCC connector is located slightly trunkward of

the position of the throttle, and will throw codes if the throttle does not move to the desired position. The IAC allows



air to flow and the engine to idle. The socket size for this sensor is 32mm, but requires a deep socket, available from Rodney Dickman. Both the TPS and the IAC are available from the Fiero Store, but be sure to get the correct item for your application.

Follow the intake hose toward the driver's side quarter window to the air filter housing. There is a sensor sticking out of the side of the housing by the evap cannister. This is the air



sencharge



sor, also called the Intake Air Temperature sensor or IAT sensor. If you remove the air filter housing to get to this, be sure to get the lower air cleaner

housing gasket from Rodney Dickman. The air charge sensor is available from the Fiero Store.

Behind the air filter housing, on the firewall, are 1 to 3 relays, depending on the Fiero's options and year. The outer-most relay is the coolant fan relay; the middle relay is the AC control relay, and the inner-





Moving down to the exhaust, you'll see a sensor sticking out of the exhaust, and pointed sortof toward the rear of the Fiero. This is the O2, or Oxygen sen-

Let's start with the most common things in the sor. This sensor monitors the fuel in the exhaust is available from the Fiero Store.

First, the Throttle Position Sensor (TPS) and Idle Fieros equipped with automatic transmissions the O2 sensor, but also straight down from the intake hose. This and the 3rd gear switch are common issues with the automatic transmission. There is a green plug there, which you can dis-



connect to check for a bad TCC, or which can be temporarily unplugged to get you home, in the event of a TCC failure. You'll know if the TCC is bad, because the Fiero will not come out of gear automatically when you are stopped.

Fieros equipped with manual transmissions will have a slave



cylinder in almost the same location, but oriented toward the driver's side of the car, rather than

toward the front of the car. Available from Rodney Dickman.

Next, there is a round object protruding from the exhaust, just sortof sticking up to the left of the engine. This is the EGR



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EGR mount plate, which is bolted to the crossover

or Y-pipe, and to the EGR tube, which runs to the lower side of the upper intake manifold snout. This tube is a common source of vacuum leaks, as the tube tends to crack.

Next to that is the distributor. You really can't miss it, because it has all the plug wires coming out of it.



Under the distributor cap is the ignition control module, or ICM, and the pick-up coil. In the event that your cools, the ICM is a like-

sometimes the wiring is the issue.

To the right of the distributor, and under the upper intake manifold is the Fuel Pressure Regulator, or FPR. It sits right on the fuel rail, and is often the source of fuel leaks.

Next to the FPR and slightly trunkward is the cold start injector, which runs from the fuel rail down to the end of the lower intake manifold.

Next to the distributor is the ianition coil, which is located to the left of the trunk-side valve cover. Next to that is the tach filter, and the coil





to distributor wire. When the tach filter fails, your tach will bounce all over. Both of these items are valve. Under the EGR valve is the carried by the Fiero Store.

> Next is the temp gauge sensor, which is located to the left of both



the trunk-side valve cover and the trunk-side exhaust manifold. This sensor is ONLY for the



Fiero dies while running gauge and temp light. Do not confuse this gauge or will not fire when with the coolant temp sensor, which is for the hot, but starts after it ECU, and is on the other side of the engine.

ly suspect. The issue isn't always the ICM itself; Against the left side of the trunk wall, but still in-



side the engine compartment, is the cruise servo. It's that round thing that looks like a small bellows.

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Below the cruise servo is a cylindri- of the upper intake cal object that looks like a coffee can. This is part manifold, is the Maniof the cruise control, and another part that com- fold monly suffers from vacuum leaks. This cannister (MAP) sensor, which and the hoses connected to it are available from TFS.

Moving on down, and a little bit forward on the



transmission, is the neutral safety/ backup switch. It looks like this,

flipped upside down, but is under the lever.

On the trunk-side valve cover is the PCV. If you start getting oil where it doesn't belong, this is the first thing to check. Quick, easy, inexpensive, and available at your local parts store. There is also a breather grommet on the front valve cover. If you need a grommet, you can get it from the Fiero Store. In the left of this image is the oil cap, which you can get from

the Fiero Store. If the oil cap is loose or leaky, you can get the oil cap saver from Rodney Dickman.



Moving to the right side of the trunk wall is the torque strut, also called the dogbone. Blacktop Racking, Rodney Dickman and the

ment torque struts.

Fiero Store have replace-

On Fieros with the THM125C automatic transmission, there is a VSS, or Vehicle Speed Sensor,

which is located on the passenger side of the transmission, almost straight down from the torque



strut, next to the alternator.

Back to the engine, to the right trunk corner Pressure Air



is right on top, next to the right side of the upper intake manifold. This is a 1-

bar MAP sensor. There is NO MAF sensor on a stock V6 Fiero.

Under the edge of the upper intake manifold is the schrader valve. It's that thina that looks like a metal



valve stem with a metal valve cap on it. This is the valve for checking fuel pressure, but be careful when testing, as fuel will squirt out.

Above the Schrader valve, there is a large vacuum



port sticking out of the passenger side of the upper intake manifold. This is the brake booster vacuum line. On pre-'88 Fieros, there is an inline air (vacuum) filter against the firewall. This



filter is another common cause of vacuum leaks.

To the right of the upper intake manifold, there are a bunch of sensors, mainly clustered around the thermostat housing, which is where that large (Continued on page 11) (Continued from page 10)



cap is. Under that cap sits the thermostat. No tools are required to remove the thermostat; simply press and twist the cap to release, then lift off. The thermostat will lift up and out with one finger.

To the outside of the thermostat housing cap is the EGR solenoid. It's that black thing that looks like a miniature old blender laying on its side.





Photo by Gall757

Moving directly down the thermostat housing to the engine block is the location of the Coolant Temperature Sensor (CTS). Notice that, unlike the temp gauge sender, the CTS is



oval, rather than round, and does not have a notch in the edge of the plug. DO NOT swap these two sensors.

Moving closer to the firewall, we find the fan control switch. While this is also a temp sensor, use it only in this location.



Continuing on toward the firewall, we find the cold start switch, which is another type of temp senradiator-like thermostat housing sor. Notice the rectangular head. Each of these sensors is unique to its specific location.

> Moving down a bit, and toward the front, is the oil pressure sending unit. Stock pre-'88's had one style of sending unit, while stock '88's had a better sending unit. The





newer sending unit can be adapted to the older Fieros.

There should be a braided ground strap connected from the right decklid hinge to the passenger side of the firewall head on the engine block. Another braided ground strap should run from the frame by the hard brake line mount to a bolt that holds the transmission to the engine. There is also a wire from the negative battery cable that grounds to the back left corner of the battery tray. There are other grounds for individual components, such as the ECU and ICM.

The battery is under the passenger-side decklid





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the battery junction block.

The fuel filter is about 2 feet almost directly under front of the Fiero.



the decklid hinge ground strap and a bit forward, motor circuit: one is located on the inner fender but only visible from the under the Fiero. The fuel well, just to the left of the driver's side headlamp pump and fuel sending unit are located in the fuel assembly; the other two relays are mounted on tank, which is in the center tunnel.

Pre-'88 Fieros had a trunk blower. The blower holes for mounting the relays.



motor itself is in '87-'88 Fieros have the pas- "generation II" heads e n g e r light motors, which are of controlled by a headside the trunk. light control module, T h i s located in the wheel blower well, above the driver's m o t o r side front tire, and recools crit- quire motors specific to ical com- these years. ponents

headlights.

in the en- The coolant fan relay is in front of the left head-

turn the trunk light off while the decklid is open.

Coolant tubes run along both sides of the Fiero, behind the rocker panels, from the back to the

The spare tire, brake booster, coolant, washer fluid, master cylinder, radiator, and not much else is in the front compartment. One other important thing is in the front compartment: the pop-up

Relays for headlights in '84-'86 Fieros have "generation I" headlight motors, which are con-

trolled by relays, and require motors specific to these years. The 3 relays in the 84-86 headlamp

each headlamp assembly, next to their respective motor. All the headlamp assemblies have the

gine bay via purpose-directed tubes. The blower relay is conveniently next to the blower itself.



Fieros were equipped with remote trunk release. The release solenoid is at the center of the very cabin bulkhead, are one rear of the decklid. On the left side of the latch is or two relays. One is the the switch for the trunk light. You can purchase a high-speed the trunk light eliminator from Rodney Dickman to



light, next to the radiator.

On the passenger side of the front compartment, between the jack and the fan relay



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(purple wire), and the other is the AC relay (pink wire).

Behind the yellow label in the image above is the evaporator core. This core is no longer made, so take care of

yours. Oil in the refrigerant will clog this and make it useless.

For Fieros equipped with a front compartment



light, there is an ajar switch in the cowl area by

the hood latch. The front compartment light illuminates ONLY when the parking lights are on and the hood is ajar. This light is next



to the relays, toward the center of the bulkhead.



fires.

Movina down little and а closer to the center of the bulkhead, is the heater resistor. This is the item that needs to be

prevent



cleaned regularly to

In the center of the front compartment AC-equipped on Fieros is a silver cylinder. This is the AC dryer, or accumulator.

Behind the dryer is the heater core. The core is



different, depending on whether or not the Fiero was equipped with AC. Along with the heater resistor, the blower box and heater core should be cleaned to prevent fires.

Between the dryer and the brake booster, against



the cabin bulkhead, is the blower motor.

Between the brake master cylinder and the driver's side of the Fiero, manual transmission Fieros will have the clutch master cylinder. Auto-



Check valv

equipped Fieros have а plug in the bulkhead.

On the brake booster is the check valve, which only allows vacuum to flow in one direction, thus retaining vacuum in the booster. The size of the ends varies

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wall.

The wiper motor and control board are housed above the brake booster, against the front fire-

The ECM is located in the center console, at the back, against the firewall. The diagnostic port is behind the power plate, and will require both screws to be removed to remove the panel and sink on it; this is the dimmer module. The dimprovide access. The Fiero uses several different mer location is under the dash, between the in-ECM's.

Above the passenger footwell is the courtesy cen- Further to the driver's side of the Fiero, you'll see ter, into which plug the blue dingy thingy and the the fuse box, which is under the dash, against the relay for the hazard lights.

business, there is sometimes a little chirp from built into the speedometer from the factory. On the blue dingy thingy. Literally, the blue dingy newer Fieros, the cruise module sits behind the thingy is a blue box that makes noises, such as radio console, under the carpet. Some '84 Fieros when the headlights are left on, but it randomly



tests itself for no apparent reason. Also in the courtesy center is a round silver cannister, which is the relay for the hazard lights.

Moving across to the driver's side under the dash,

there is a very similar relay, which is for the The blinker blinkers. relay is clipped to the underside of the steer-



ing column panel. lay, it is in the proper location, but is an electronic

relay. The tip of the arrow is directly on the clip for the relay.





strument cluster and HVAC surround.

left side of the Fiero.

While you're driving along, minding your own On '84-model year Fieros, the cruise module was



were retrofitted with the newer cruise module when repairs were made.



The ignition switch is on top of the steering column, and is easily visible from under the dash. At the base of the turn signal stalk is the turn signal switch, which is incorporated into the steering column.

In There is an ajar switch below and the example of this re- slightly to the rear of the upper



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door hinge on each side.

The trunk release relay is located under the driver's side dash on the steering column support bracket. The defrost relay is the silver box on the brake support. This is a 5/2.5-min delay timer.



The clutch safety switch is located under the driver's side dash and mounted to the upper portion of the clutch pedal



The emergency brake switch is at the top of the emergency brake lever, which is on the floor, between the driver's seat and the driver's door.

bracket.



On Fieros equipped with 4speed manual transmissions, there is a backup switch located at the base of the shift lever.



Fieros equipped with a 5-speed manual transmission have the backup switch on the driver's side



of the transmission, between the 3 humps and the lever.



The VSS for a manual transmission is on the trunk side, to the left of the engine, on the transmission, just left of where the transmission meets the engine.

Stop switches are all located under the dash behind the brake pedal assembly; however, the switches will look differently, depending on manual/auto/cruise options. This is also called the brake light switch.





The washer fluid filter is between the high-speed fan relay and the accumulator, directly above the front compartment light.

The horn(s) is/are forward of the control arms,

under the fender(s). There may only be a driver's side horn. '84-'86 Fieros have 2 horns. The dual horns provide a



more auditorily-pleasing high- and low-tone blend.

The emergency brake equalizer is at the back center of the engine cradle.

The AC drain tube is a few inches behind the tube seen at the passenger-side front compartment against the cabin bulkhead. Making this image

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large is the only way to illustrate its

location. The image on the left shows the drain tube that is visible from the top. There is one Credit to Paul McKibben and Charles Sewell for portions of this such tube in the corresponding location on the article.



driver's side. The orientation of the images is difficult to ascertain, but the images should illustrate the objects in question.

The lower image shows the top of the drain tube, and the two tubes that are visible from below in both of the top images.

The AC drain tube does stick down about a quarter of an inch, but is way up there, so don't think you can just feel around and find some long tube sticking down.

It is not possible to see or reach this tube without getting under the Fiero. In the picture on the top right, the camera was above the lower frame rail.





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