that were or are no longer applicable. I believe it is mostly correct but will not promise that it is 100% accurate.

Interested Buyer information --Additions and Changes from the stock 1973 Javelin AMX configuration on [redacted] car.

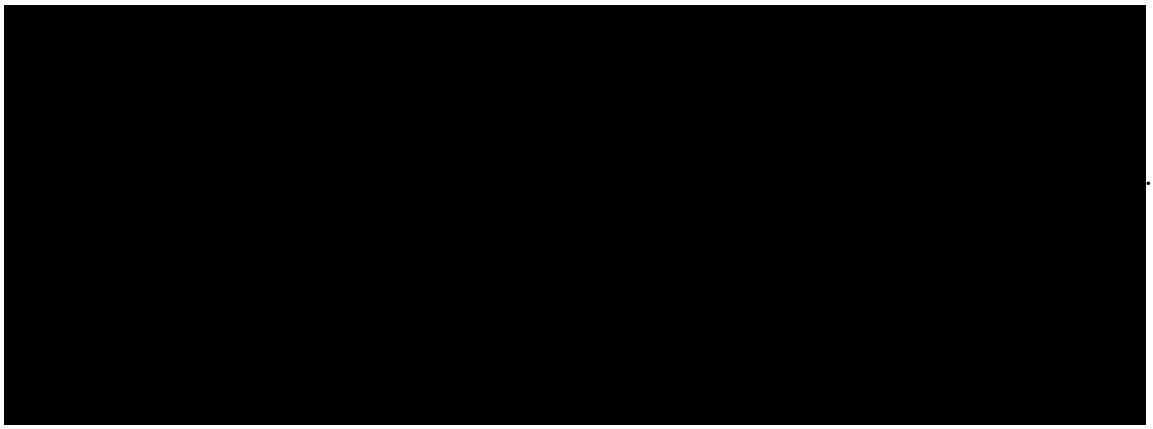
Here's a list of changes and additions to my car since its restoration in 2018. Also included below are things that may need some service attention, mostly identified as notes in bold text.
All Electrical items are documented in a Supplement to the printed factory 1973 AMC Technical Service manual included with the car.

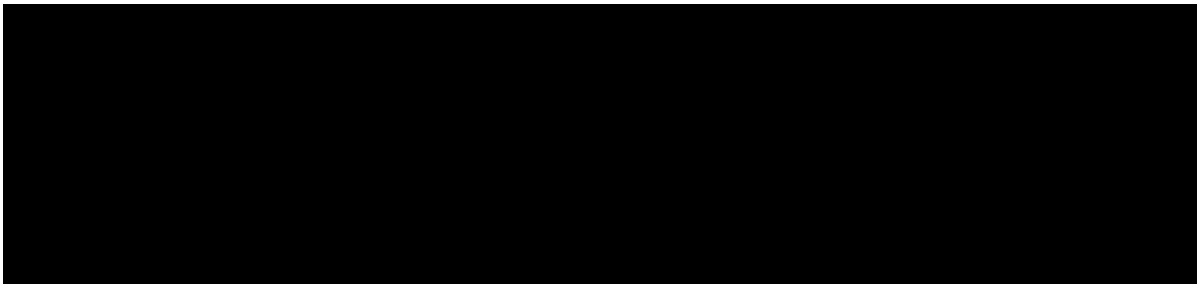
Power windows – I replaced the two front door stock window regulators with motorized regulators from a 90's Jeep Wagoneer. A stock GM body control module (BCM) from an 80's Firebird was added to control the window motors via rocker switches on the lower dash console. The Driver door has an Express Down feature. [redacted] The former crank handle holes on the door panels were filled by Javelin Bullseye logos—same part used on the taillight panel.

[redacted]

Speedhut gauge cluster – The stock instrument cluster and lens housing assembly (speedo, gauge instruments, and dummy panel for a clock) was removed [redacted] A salvage cluster was obtained and gutted for parts. The aluminum gauge background/ surrounds were modified to mount new Speedhut gauges—a quad Water Temp, Fuel Level, Oil Pressure, and Volts cluster on the left, MPH gauge in the center with LCD odometer, and a tachometer on the far right. Since factory gauge faceplates were retained the overall look mimics the OEM look. The stock Speedhut gauge backlighting (white) was retained.

[redacted]





Tilt steering column – The original non-tilt steering column was replaced with a tilt column sourced from a late 80s Jeep. Like the original column in all 71 and later Javelins the column is stock GM with an AMC-sourced metal plate added where the column passes through the firewall. That plate as simply transferred to the tilt column. The original column (fully restored) was retained and is included in the sale.
The tilt column was specifically sourced for both its tilt feature and the 80's style headlight switch, cruise control, and windshield wiper controls it hosts. Hence, the following changes were made to the location and function of the original dash-mounted switches:

- WIPER two-speed control was repurposed as the Rear Window Defog on/off switch and relabeled as such. Wipers are now controlled from the steering column stalk, including an added Delay Wipers feature. The Delay electronic controller is stock GM driving the original AMC wiper motor assembly. This electronics module is located under the dash to the left of the column.
- LIGHTS switch still turns the headlights and dash indicators ON/Off including the DOME light, as before. The floor mounted HIGH BEAM switch was removed and retained. This function is now controlled by the left side steering column stalk.

[redacted]

Reinforced taillight housings – The stock plastic taillight housings in nearly all 73-74 Javelins have suffered deterioration around the taillight bulb retaining holes due to heat emitted by the bulbs. New custom metal retaining plates were fabricated to mount and retain modern twist-lock bulb sockets. The new sockets use modern wedge-base lamps. A completely new wiring harness was fabricated to supply power to all rear-panel lamps including license plate lights and rear side markers.

Switchback front and rear park / turn signal lamps – Modern cars often employ LED turn signal bulbs that are capable of lighting in either White or Amber depending on the state of the turn signal switch. This AMX was fitted with such bulbs, known as Switchback bulbs, on the front and rear bulb locations. In operation, the Front turn signal lamps are White when the parking lights are switched ON, then change to flashing Amber when signaling for a turn. The stock OEM front Amber lenses were removed and retained, replaced with OEM Clear lensed sourced from a 71 Javelin.

The original rear Turn Signal system used the Red stoplight lenses for both STOP and TURN, as was typical in cars of this era. The system was modified on this car to separate the STOP and TURN functions such that the STOP lights function as before, while the TURN indicators are now located behind the clear Backup lenses. The Backup lights are White when backing up, but flash Amber when signaling for a turn, via the same Switchback bulbs used on the front. [redacted]

New Dual Exhaust – The original stock exhaust components were completely missing when the car was purchased so new short headers were sourced and a custom dual exhaust system fabricated by RPM in Wylie, Tx.

LED Headlights – The stock round sealed beam headlights were replaced with Hella H4 lamp housings and illuminated by Phillips LED H4 LED headlight capsules controlled by electronics modules located under the hood near the headlight mounting brackets. A dual fuse-and-relay block was added on the driver side inside wheel shroud to control them via the stock Headlight switch. The relays connect directly to he battery's 12V distribution block and were added to eliminate any possible flicker caused by either length or quality issues of the stock headlight wiring. This is nearly always needed in LED headlight conversions since LEDs, by nature, are susceptible to even small voltage transients that do not affect normal sealed beam headlights. The relays and use of LED headlights drastically rduce the current flowing through the somewhat fragile and almost unobtainable hedlight switch which should markedly extend its service life.

Willwood disk brake conversion – The stock AMX brake system, while serviceable, was a front disk / rear drum Kelsey – Hayes configuration with somewhat hard to source components. Although it worked well, it was replaced with a modern Willwood all-disc system with adjustable proportioning valve. The original power brake booster was rebuilt by a local Dallas rebuilder, painted, and coupled to a new Wilwood master cylinder. Since the stock brake lines had already been replaced sometime in recent history the lines (except for the rubber hoses) were retained. Note that the stock mechanical brake light switch was retained to control the brake lights, but a new Willwood fluid-pressure brake switch was added to the new brake system to provide the STOP signal required by the cruise control system. **Note- The stock Kelsey system components were not retained—instead, donated to a Dallas AMC club member who was restoring an AMC Gremlin**

Power steering system – The 73 Javelin and its AMX variants used stock GM Saginaw power steering pumps and servos. Both were sent out for remanufacture and installed and tested.

Front Suspension – The front suspension system was overhauled as follows:

- All rubber bushings and other components were replaced
- All bearings replaced
- Front springs replaced
- Front shocks replaced
- Ball joints replaced
- Steering arm and idler arm replaced

Wheels – The car was equipped with various mismatched wheels and tires as needed to allow flatbed transport. All were eventually discarded, replaced with US Mag "Rambler" wheels. Note the rear wheels are larger diameter than the front wheels to give the car a stance I liked.

Paint and Body – The car bodywork and paint labor was performed in mid 2018 by Ironhorse Classics in Wylie, TX. Front and rear bumpers were replaced with reproductions from American Parts Depot.
Front grill restoration, including fabrication of new grill retainers to replace the nearly always broken retainers, a set of matching rivets to replace several pop-rivets from earlier repairs, and fabrication of custom metal reinforcement plates to prevent cracking of the plastic grill reinforcement tabs, was performed by me.
All removable outside stainless steel trim was removed and polished. Note that there are some small remaining dents, likely from hail, in some trim pieces. The Ironhorse paintwork appears to be aging well except as may be noted in any supplied photographs showing any flaws or blemishes.

Interior Upholstery – The front seat covers were replaced by a local fabricator in 2018 with UV-resistant boat-grade vinyl. Rear seats are original.

Headliner is original and in very good condition owing to AMC's then-pioneering use of molder fiber headliners. A small blemish near the stock dome light is hidden by use of a newer GM-sourced LED dome light.

The rear package shelf was replaced with a reproduction from Planet Houston (Eddy Stakes) with speaker grill slots over two new Boss-brand speakers.

New carpet was fitted and all ABS plastic under the door cards and dash components was extensively cleaned and cracks mended and reinforced where necessary. Note that AMX used very excellent quality vinyl overlays over the hidden ABS structural components that ages very well and retains an almost new look with little maintenance. This is very much to their credit; other manufacturers of their day used thin sheet vinyl over cardboard or fiberboard panels-- afar inferior approach.

OEM door speaker grills were obtained to replace some godawful grills installed by some misguided previous owner. The replacement grills are stock AMC (although not stock factory black and therefore require occasional paint touch-up) but are mounted slightly above the factory mount locations because some previous owner was apparently an idiot. Fortunately they look factory unless someone compares it directly to an authentic speaker door card and notices the different alignment.

All exposed ABS trim plastic, mostly around the lower dash and rear seat areas, was carefully cleaned and refinished with high quality semigloss interior trim paint (SEM brand). Some sunlight-damaged trim pieces around the rear window areas were replaced as suitable components were found from donor cars.

Seat belts – The stock 3-point manual (non-retraction) front seat belts, and all rear seat belts, were replaced with aftermarket belts that include retractors on the front belts.

Engine / Transmission – The stock 304 engine as indicated by the build plate was replaced somewhere in the car's past with an AMC 360. The engine appears to have been sourced from a 1971 model since it originally had a 3-bolt harmonic balancer. This was replaced with a new 4-bolt balancer as part of the late –model pulley-belt upgrade described below.
Although the engine's history is not known here are my observations:

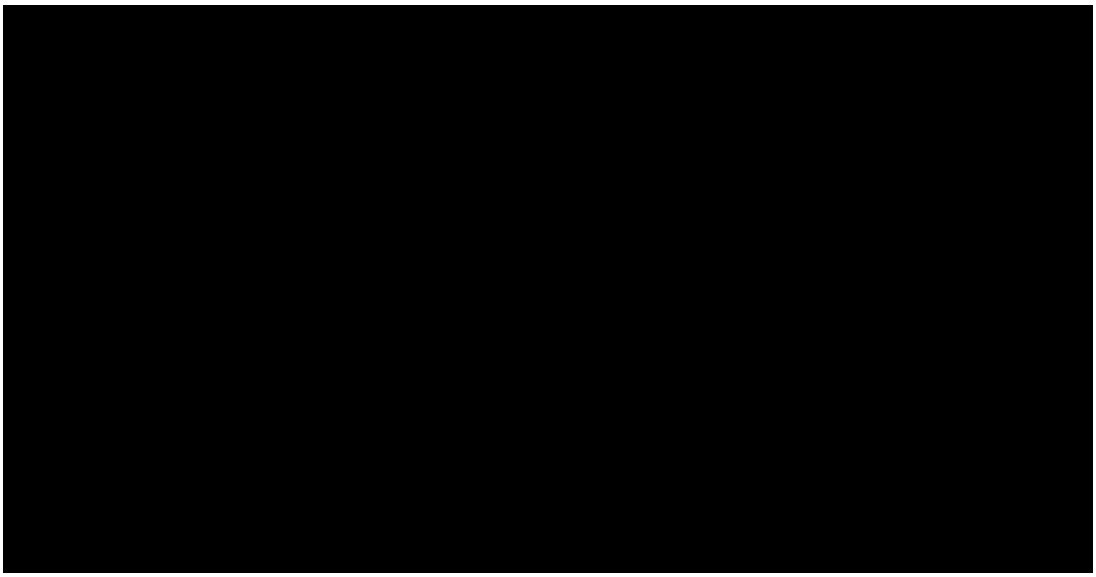
- The stock cast iron intake manifold had been replaced with a performance AMC Group 19 aluminum intake sourced by AMC's performance group. Known as an R4B, it was sourced from Edelbrock with AMC branding.

- The timing cover, which also serves as the distributor, water pump mount, and oil pump and filter mount on AMC V8 engines, was clearly new as were the oil pump itself and the water pump. Upon removal for examination I discovered the stock timing chain and sprockets had been replaced with new dual chain cast sprockets, which, while a bit noisy, are probably more rugged than the factory plastic bits and pieces. Bodes well for longevity. Also, the distributor gear appeared to have no wear which can sometimes happen when a low-quality

aftermarket timing chain cover (of which there appears to be a considerable quantity of out there) is fitted. Of course, I have no idea how many miles might have been put on this engine after the cover was replaced, so no way to predict it's quality. Fingers crossed on this one; looks good so far.

- I replaced both stock valve covers with cast aluminum ribbed covers. Noted that the entire area under the stock covers was completely clean and free of any sludge of any kind. Another good sign.

- The car was equipped with a Pertronics ignition module fitted in place of the stock ignition points in the factory distributor. The unit drives a Pertronics ignition coil located in the stock coil position. *Note that an aftermarket Mallory Unilite HEI distributor assembly is included in the sale that may be fitted in place of the factory distributor, if desired.*

- 

- **FiTech EFI throttle-body fuel injection** – A popular aftermarket EFI choice in 2018 was (and maybe still is) a good choice to replace the missing carburetor. It is tuned via a small handheld LCD display that connects to a cable located behind the glove box door. Since I'm not a FiTech or EFI expert the car could benefit by a more experienced tuner who can determine if the engine has a non-stock performance cam (likely) and tune accordingly. Definitely needs some cold weather tweaking I think.

- **Upgraded pulley system** – The entire stock 1973 accessory pulley system was replaced with a complete pulley and belt system from a late 80's / early 90's Jeep Grand Wagoneer. This bolt-on upgrade was done for several reasons:

    1) The stock alternator was a low-output unit at the time since the car had no electronic accessories other than a radio. With the addition of power windows (and, more importantly, electric cooling fans)

the stock Motorola alternator would be insufficient. A new high-output GM one-wire alternator was fitted to the later Jeep brackets to match the GM alternator configuration AMC used by then.

2) The car was built with factory air conditioning but was missing both its stock York compressor and its mount. By the time the Grand Wagoneer was built AMC was using a much more efficient Sanden compressor and a lightweight aluminum mount.

3) The later pulley system uses two drive belts to drive the alternator, a good thing especially when the electrical load is high.

Upgraded A/C System – The entire cabin fan blower, heater core, and ac evaporator box was removed from under the dash and fully restored with all new foam insulation and gaskets. Both the heater core and evaporator were judged to be in excellent condition and were cleaned and returned to service. All new A/C and heater hoses were fitted along with a suitable Sanden 134A compressor and a new cross-flow condenser ahead of the radiator. All new vacuum lines were fitted to the vacuum air door motors and the dash-mounted vacuum switch that controls the A/C air delivery doors.
NOTE: Although the A/C system was charged with some 134A refrigerant and the appropriate amount of oil, it is likely not a sufficient charge for proper cabin cooling as it seems a bit anemic. I never got around to having it properly charged by a professional. I believe it is simply undercharged, but since the original AMC R12 expansion valve was retained it may require some additional service, especially if the valve needs to be changed out for a 134A valve.

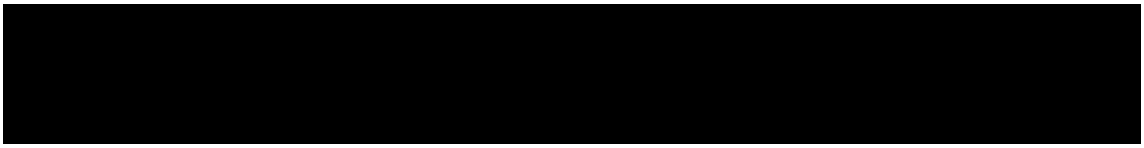
Electric Radiator Fans -- A VDO-brand dual-fan blower assembly from a 1999-2000 Ford contour was fitted to a new Champion 3-row aluminum radiator as outlined in the following link

Contour Electric Fan Install - The AMC Forum - Page 1

The fans are separately controlled by the FiTech EFI system via two relays and fuses in the added relay box located in the engine compartment near the battery. The fans receive their 12 V dc power via those relays, directly from the Battery Accessory distribution block on the inside passenger fender.

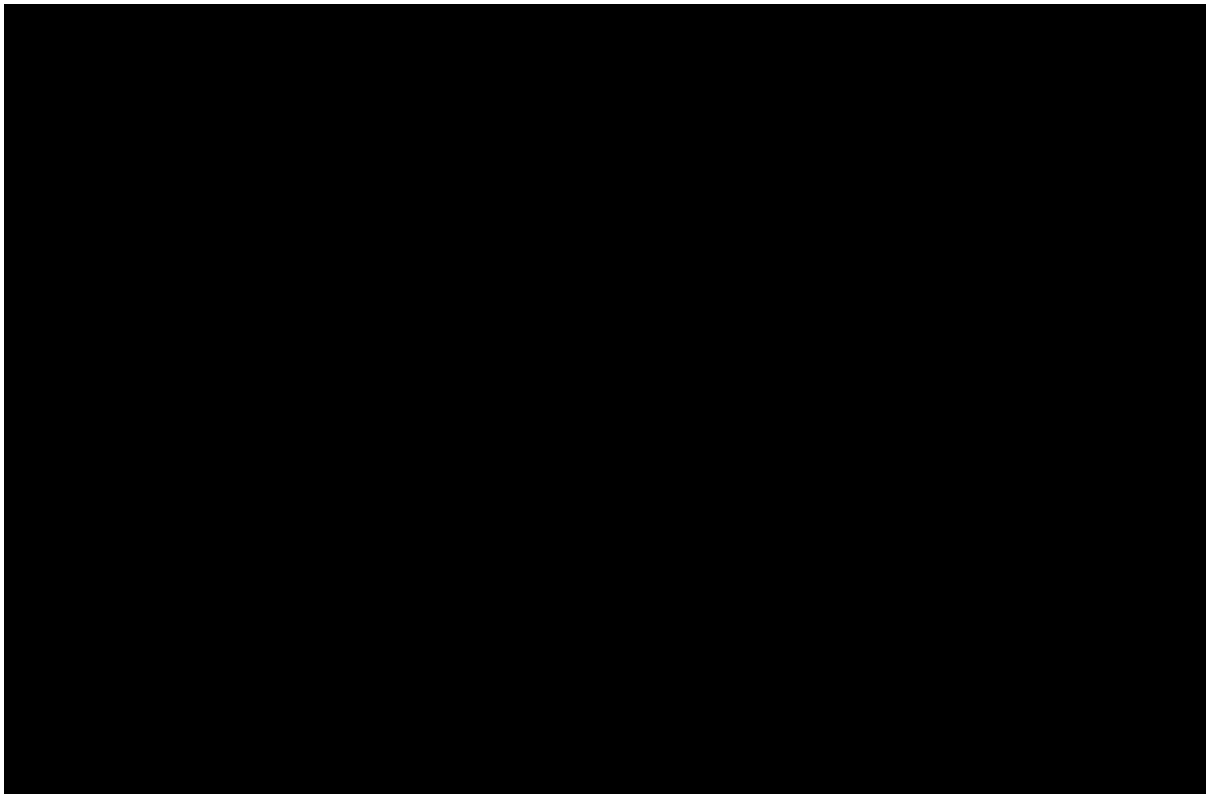
Radiator overflow bottle – Although not originally equipped, the car has been fitted with an overflow container located behind the radiator grille.

Things that still need some attention:



[redacted]

Speedometer Calibration – The Speedhut gauges are fed from a speed sensor mounted on the transmission in place of a conventional speedo cable. The gauge counts pulses from this sensor to measure speed and it needs to be properly paired with the installed sensor. This is done via a small pushbutton array stowed inside the glove compartment. The process involves pressing the CAL button until the Calibration menu appears, then a few more presses to specify what speed to drive (usually 20 MPH), and then someone to press the button while someone else drives the car at 20MPH as shown on GPS device. Only reason I haven't performed the calibration is because I can't read the fine print on the LCD menu, drive the indicated speed, and press the button to accept the calibration. Will require two people and a very sharp eye, but easy enough by someone with better eyesight than me.



Paint and body flaws – There are a few spots that should be noted. No known rust or delamination spots as far as I can tell, but a few places that are not perfect. I'll point them out on inspection

Scratched side glass – Some of the existing side windows have scratches on the glass surface and the stainless steel trim caused by bad or missing felts in the guides and wipes.

Front end alignment – Probably due for an alignment since I swapped tire sizes