

BEFORE:

Note the rust in the front section of the fender. Same on the other side. After grinding it down there was a huge hole on both fenders. Apart from that both fenders were in pretty good shape.



Note the rust around the rear fender. It was very significant. After grinding it down there was no fender left in some places. The rocker panels were solid all the way through on both sides of the car.



DURING:

Here are some pics that show the strip down and repair.

The floor pan and everything else on the inside was good for a 20-yr old car.



Here is my fibreglass patch. You can see the missing pieces of fender being rebuilt with the fibreglass.



The front bumper was a breeze to drop, nothing to it.





The seats and door panels etc were in mint condition. No tears or stains.





I wasn't able to completely remove the rear bumper and had to settle with dropping both sides to get at the rust. If you look closely you can see the suspended shelf in the garage in front of the car.



I struggled putting all the pieces back together, but the good news is that I didn't have any 'extra' parts left over.



Mounting the front spoiler. It fit 99% perfectly. It's amazing that the 1985 S10/Blazer front air dam could mate up so closely to the 323. I know of some guys who've used the complete front bumper from the Isuzu RS on the 323.

This is the finished product. I was almost able to get the exact color, but you can still see some difference. I plan to polish it and hope that it blends a bit better. I also put a fender strip to kinda disguise the crappy fiber-glass and Bondo job.



Mounted a pair of fogs. Haven't hooked them up but they look great. They took a lot of effort to mount because it had to be done with the bumper installed. Lots of patience required to get to the bolts at the top of the fog.





My son convinced me to paint the centre caps black because I could not find a matching silver. They look different....Not something I would do again though.





You can see where the S10/Blazer front airdam (made for a 1985 model) was a little too short for the 323. But it looks good and original for a \$40 mod.





The 'old' kid on the block.....That's the wife's MPV in the background and my Mazda5GT on the side.





The 323GT is my favourite car to drive...It's not the smoothest driving car of the lot, maybe I like it most because it's the only stick shift.



Amazing how a 20yr old car can still stand up against something much newer. Gotta love those old school lines.

So this is what it looks like after I got the new suspension installed. I used a set of H&R springs and Tokicos all around. The drop is not very high-impact, especially since the back looks like stock height. But the ride is much improved over the original Koni adjustables.



Here it is stacked against the lowered Mazda5. Two GTs.



Some more miscellaneous pictures follow:



