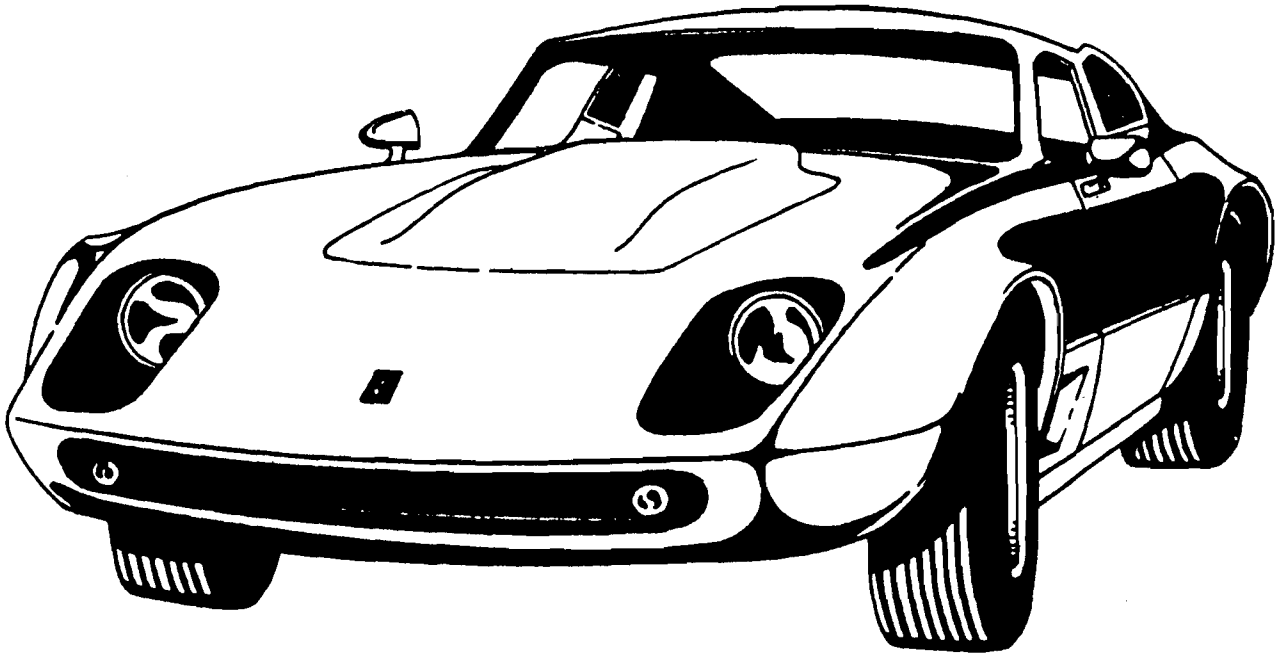
THE JAMAICAN

APPLICATION: V-8
VW

Body Assembly Manual



FIBERFAB INC.

548 Baldwin Street • Bridgeville, PA 15017
Phone 412–221-6200

World's Oldest and Largest Manufacturer of Fiberglass Sports Car Bodies

INTRODUCTION TO FIBERFAB'S JAMAICAN V8 and VW BODY KITS:

Early in 1968, the JAMAICAN body style was introduced as a completely new model to supplement the famous Valkyrie and Avenger line.

The original JAMAICAN was designed as a direct replacement body for several popular front-engined sports cars, e.g. Austin-Healey, Triumph and MGA. These replacement bodies are still currently in production.

Following the JAMAICAN's introduction, Fiberfab's engineering staff was deluged with questions concerning the use of V8 engines in the JAMAICAN body style. To answer these questions, several installations were devised and tested, e.g. the JAMAICAN/MGA/Buick V8 unit road tested by ROAD & TRACK magazine, March 1969.

Based on the interest shown in and performance of the hybrid V8's, Fiberfab's engineers decided to build a "pure bred" JAMAICAN V8. At the outset, the project seemed simple - - just build a frame to accept a V8 engine and that fits under a JAMAICAN body. However, the JAMAICAN body was designed for a relatively short-wheelbase, narrow-track chassis. A no compromise V8 chassis would be too long and too wide for the existing body - thus started a six month development of a brand new, wider, tougher-looking JAMAICAN V8 body and high performance chassis to match.

Shortly after the introduction of the JAMAICAN V8 kit, requests for JAMAICAN adaptation to VW chassis started coming in. Seems as though people are never satisfied, so - - back to the drawing board.

An inner-liner was developed to use in the JAMAICAN V8 body, so that it could be utilized on the VW "Bug" chassis with only minor modifications. Since the wheelbase of the JAMAICAN V8 and VW chassis are equal, the adaptation was ideal.

Current production of the JAMAICAN series now includes the JAMAICAN V8 body and frame kit; an identical JAMAICAN VW body kits; similar body styles for the TR3, TR4, TR250, Austin-Healey 3000 and MGA chassis.

A NOTE OF INTEREST: A Japanese import appeared on the American market in 1970. An immediate hit with the American people, the import bore a remarkable resemblance to our JAMAICAN series. Not surprising though, since it has been reported that a Fiberfab JAMAICAN V8 was in the possession of the American importer of this car, some 18 months before the imported two seater appeared on the American market.

FUTURE PLANS call for the development and introduction of JAMAICAN II; a body and frame kit using the JAMAICAN V8/VW body styling and a new frame, utilizing complete Pinto drive-train components, rack and pinion steering and all. An excellant "ECONOMY" car.

THANK YOU FOR YOUR INTEREST IN OUR PRODUCTS!!

The management

FIBERFAB, Inc.

Prior to mounting the main body section to the chassis/frame, cut out door openings, as well as front and rear glass openings, as follows:

Cut all openings with sabre saw: 1. Using windshield glass a template, place glass in recessed area, center from top to bottom and side to side, using small blocks of wood at the bottom of glass to hold up in place.

Scribe or mark outline of glass and remove. Mark an additional line 1/2" to 5/8" inside the outline of the glass. Cut on inner marking, leaving a lip on which glass will rest later when installed with BUTYL TAPE (available from all local glass installers).

2. Place rear glass in recessed area so that gap between glass and edge of body are equal all round. Mark body along edge of glass and remove glass.

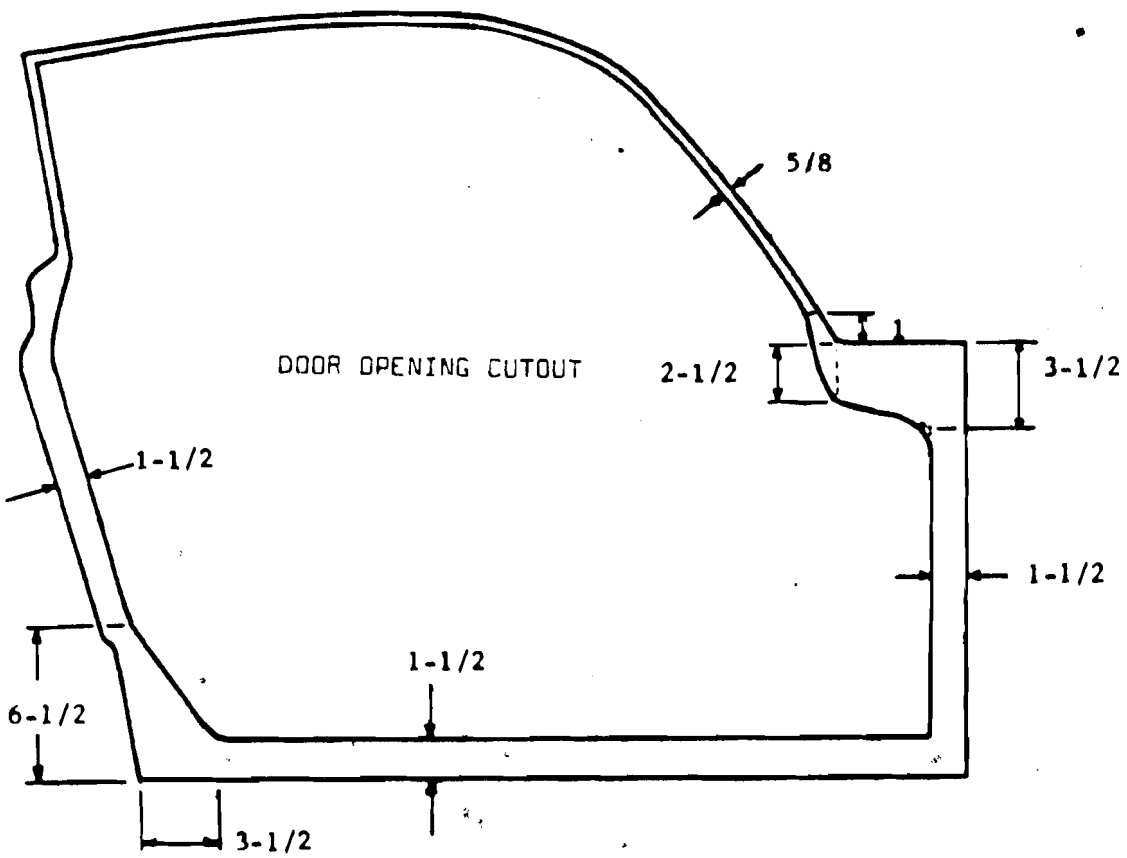
   a. If using Porsche rear window "H" rubber to install glass, cut on mark.

   b. If installing with butyl tape (as with windshield method) mark as section line inside and follow instructions as above for windshield cutout.

   c. If undecided at this time, cut as for windshield type installation, as more can be cut later, prior to installation.

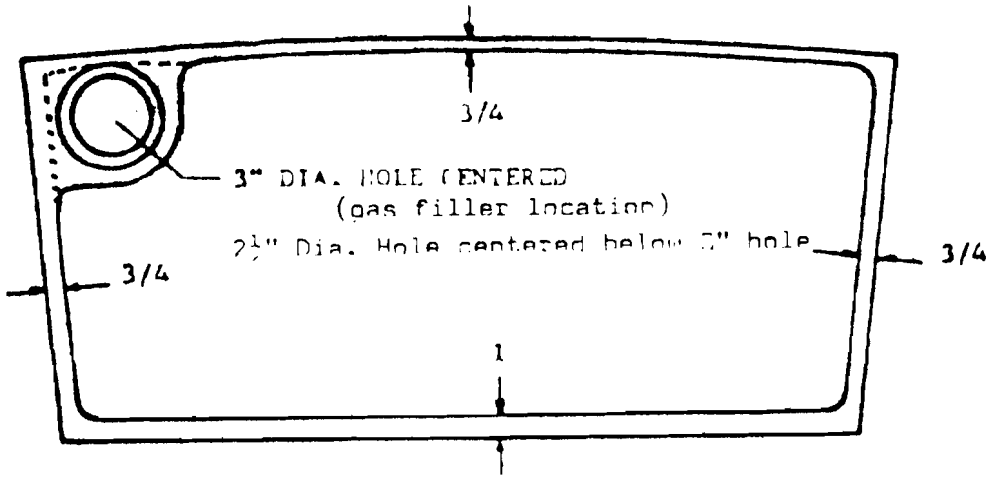
3. Cut out door openings. Mark openings as shown below and cut. Follow dimensions given or cut hole smaller as more can be cut when installing doors.

REMEMBER: When making any cuts in the body, you can always cut more, but once you have cut too much, it is difficult to repair.



Cut out trunk opening (VW engine access, if being mounting to VW chassis) as per below:

Note: Cut on dotted line for VW chassis installation or if you do not desire to use this as you gas tank filler location.



The main body can now be bolted to the frame or VW floorpan.

If installing on the VW floorpan, use the rubber gasket (VW item) between the pan and the fiberglass body.

If installing on a frame, cut ¼"x3" strips of rubber and glue to the top edge of the frame where body will rest.

Bolt body to VW floorpan: screw body to frame with heavy sheet-metal screws. ALWAYS use large flate washers between mounting flange (fiberglass) and heads of bolts or screws

DOORS, mounting and assembly:

Hardware: Hinges (4) for Ford 65-66-67 Mustang C5ZZ65228008
801B
810B
811B

Latches (2) GM '65 thru '67 2-door sedan
Striker studs (2) GM '65 thru '67 2-door sedan

Window glass (pair)
Window riser "
Window tracks and guides (pair)
Window channel
Weatherstrip-door glass
Window channel rubber
Extrusion (metal)
Weatherstrip (rubber extrusion)
Handles, locks, misc.

VW Karmann Ghia COUPE

1961 thru 1971

Miscellaneous size nuts, bolts, washers.

Trim the doors as per fig. 9-1. Sand edges and fill any gap left between the inner panel and door skin with Bondo type filler.

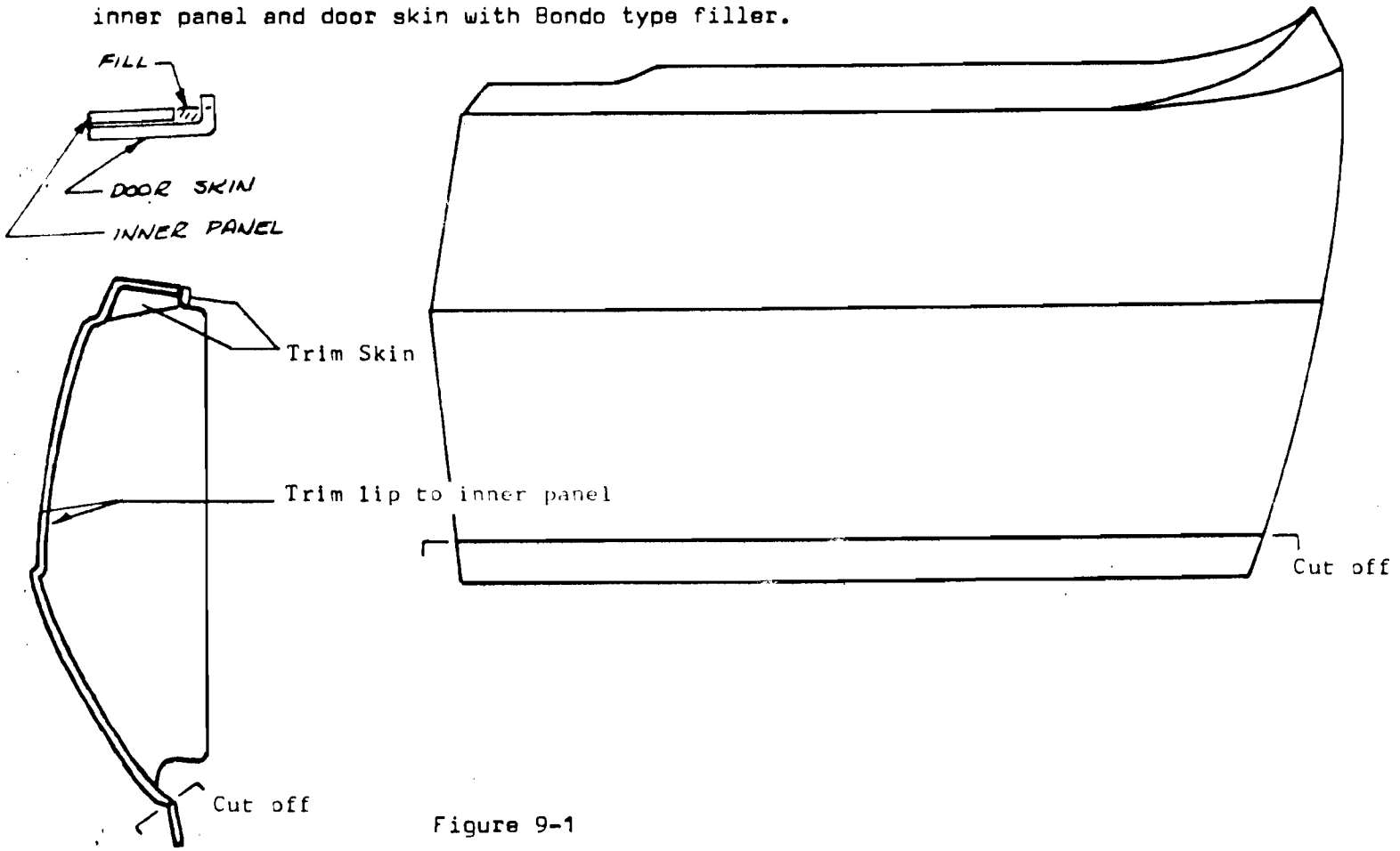
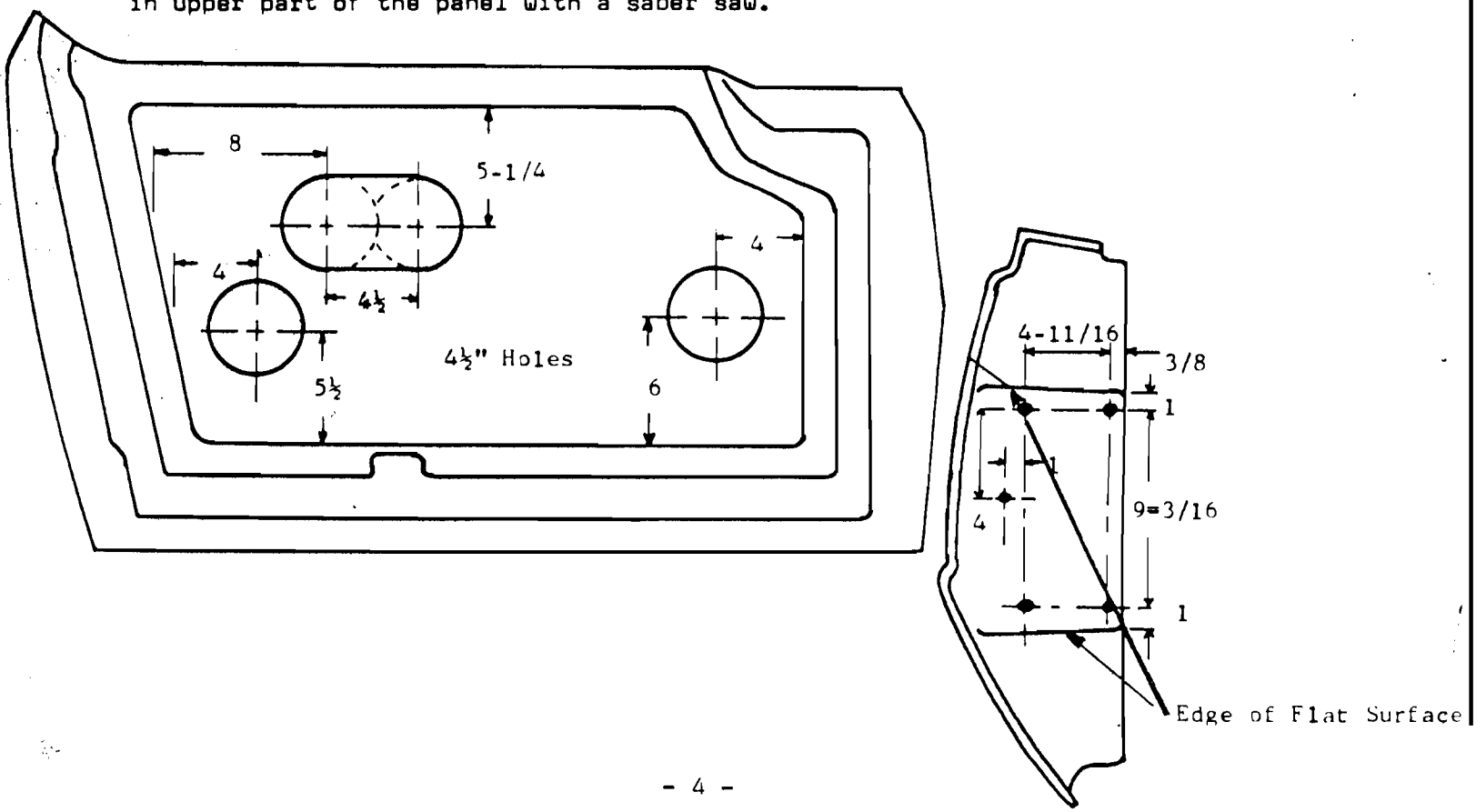


Figure 9-1

Lay out the access hole centers on the door liners as per fig. 9-2. Using a 4½" hole saw or adjustable cutter, cut out holes. Complete the oblong hole in upper part of the panel with a saber saw.



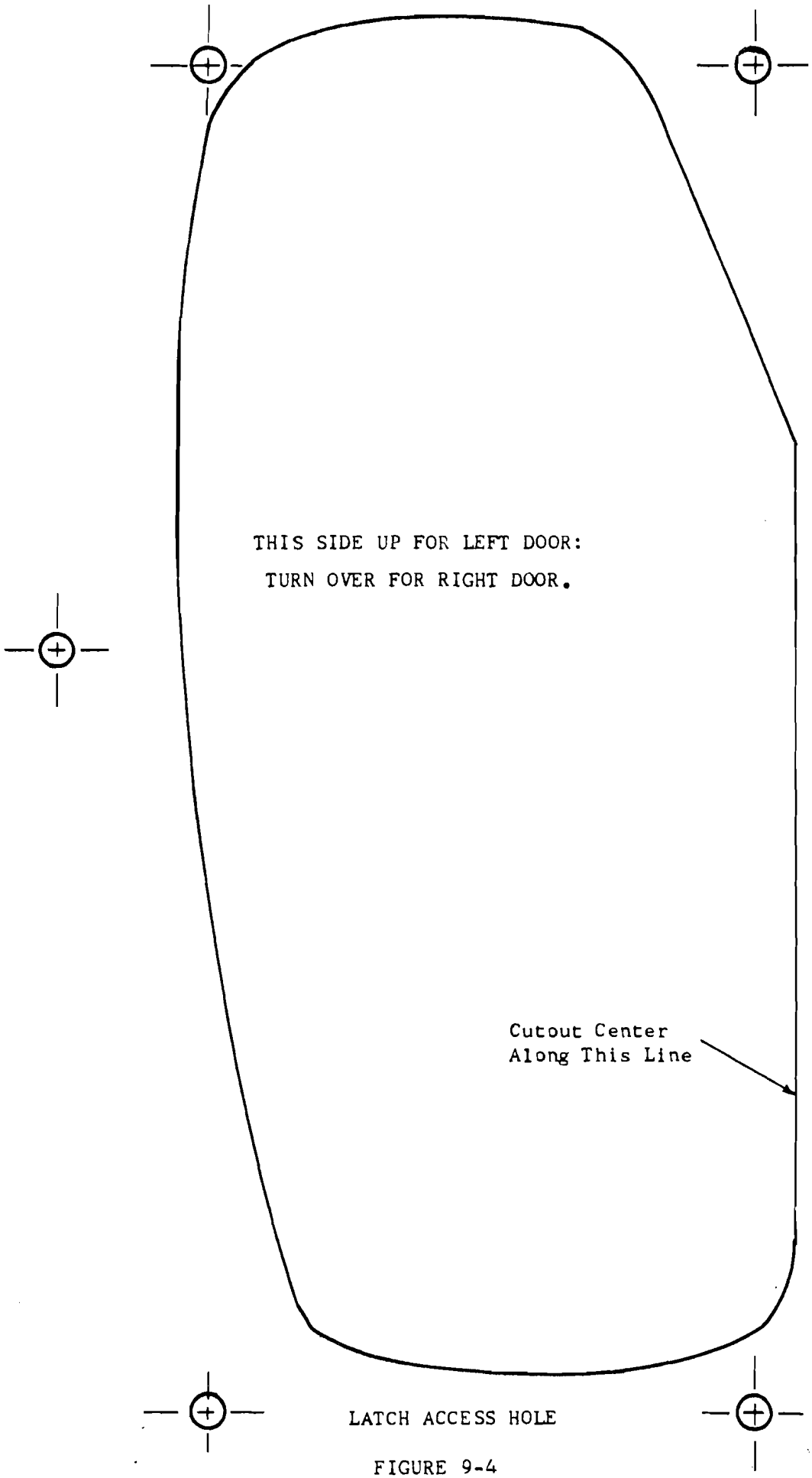
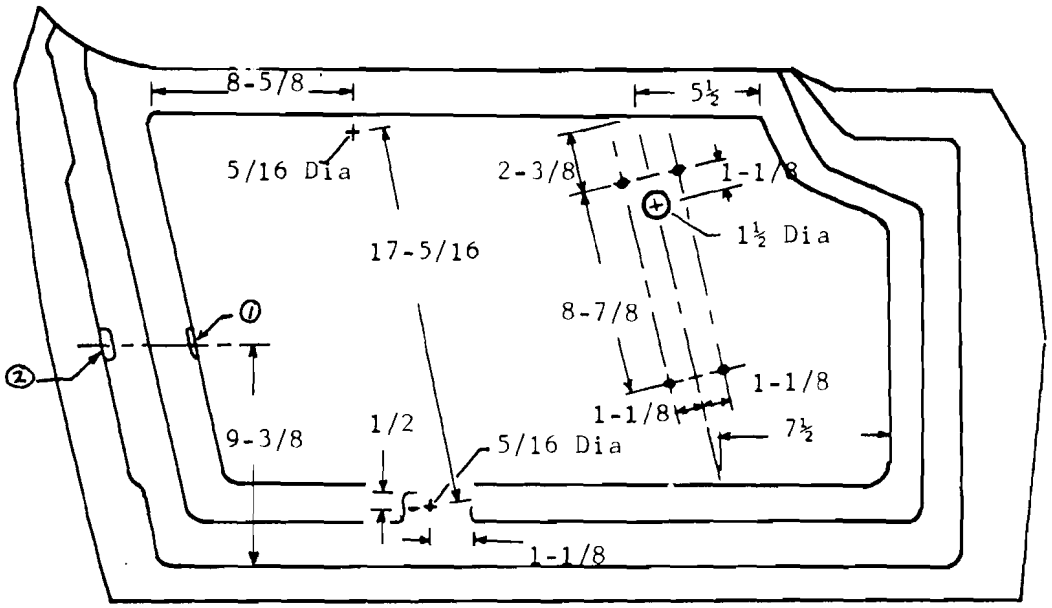

THIS SIDE UP FOR LEFT DOOR:
TURN OVER FOR RIGHT DOOR.
Cutout Center
Along This Line
LATCH ACCESS HOLE

FIGURE 9-4

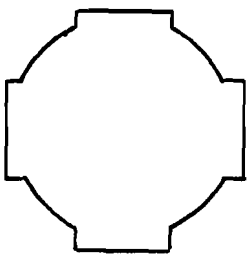


① Door Strap Slot -- 1-1/2" Long by 5/8" High

② Striker'Stud Cutout -- 1-3/8" Long by 3/4" Wide

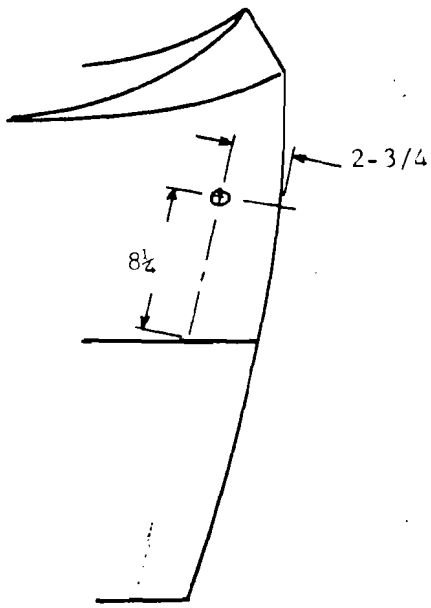
WINDOW MECHANISMS MOUNTING HOLES

FIGURE 9-5



PUSHBUTTON CUTOUT TEMPLATE

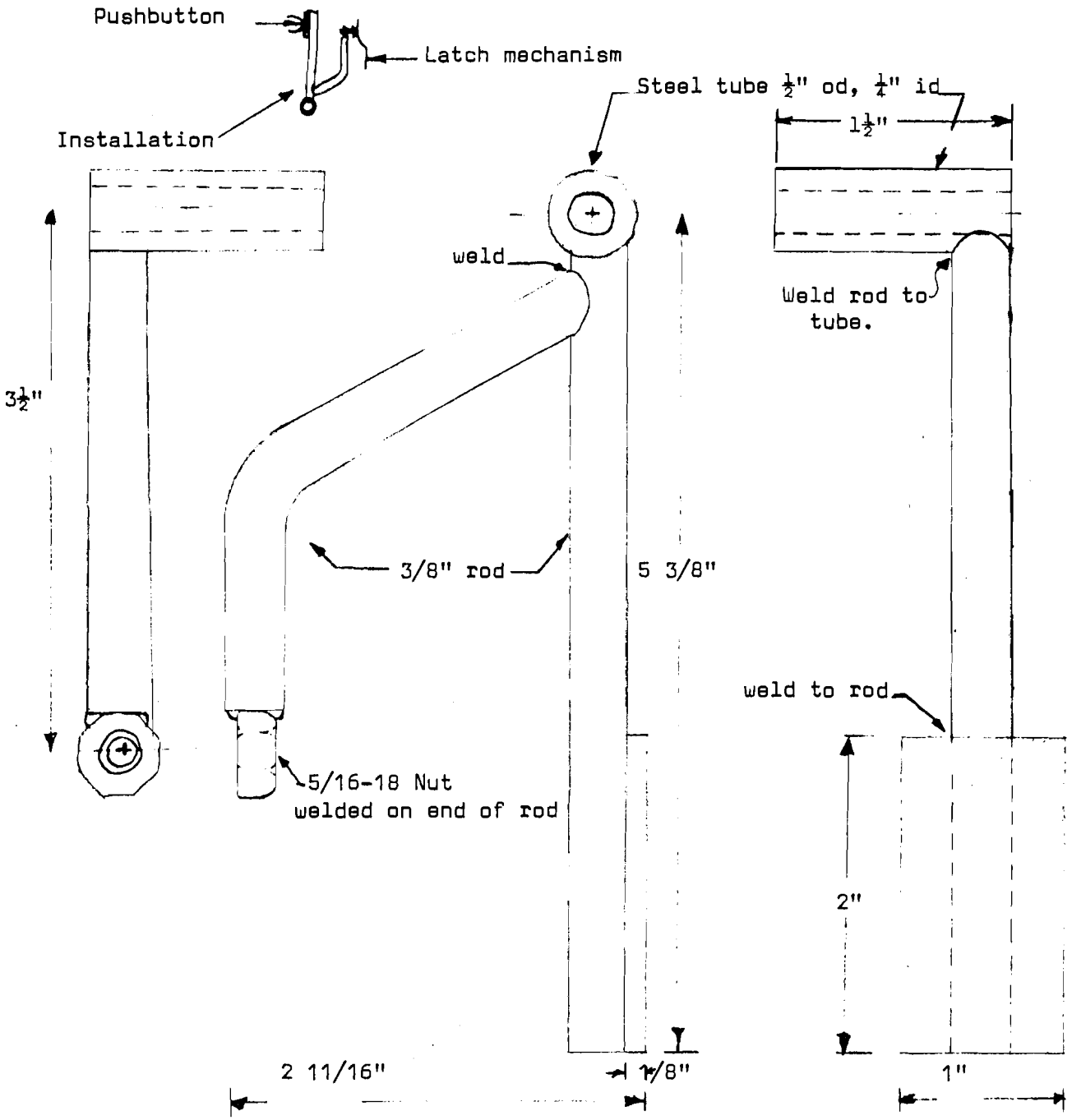
FIGURE 9-7



PUSHBUTTON HOLE LOCATION

FIGURE 9-6

NOTE: This figure shows the driver's door latch arm.
Passenger's door latch arm is the mirror image.



LATCH ARM Figure 9-9

Cut door latch holes: Lay out the five holes in the rear face of each door as specified in fig. 9-3 and drill with $\frac{1}{4}$" bit.

Now take template, fig. 9-4 and cut out the five locating holes and the center as illustrated. Align template on the door using the five holes for location and scribe the center cut-out - - cut out the latch holes with a sabre saw.

Lay out the striker stud cut-out and door strap holes as per fig. 9-5 and cut-out.

Cut holes for push buttons (obtain buttons from Chrysler product truck lid, early 50's) as per fig. 9-6. Next, cut out the template, fig. 9-7, locate on door and scribe. Cut out the round portion of the shape and file out remainder.

Note: If you are going to use handles in lieu of the buttons, the hole will be in the same location but of a different shape.

Drill holes to locate window mechanisms, fig. 9-5

Fabricate latch plate (2) as per fig. 9-8. Use 14 gauge steel plate or 1/16" approximately.

Bolt latches to plates. Be sure the notch in the plate lines up with the striker stud catch in the latch.

Now, bolt plate (with latch) to the doors.

Fabricate latch arms as per fig. 9-9. These arms are required to transmit the push button action to the latch mechanism.

Install in the door using $\frac{1}{4}$"-20x2" oval head bolt through the remaining hole next to the latch plate, mounting the arm on the bolt (inside the door) as per fig. 9-9. Secure with $\frac{1}{4}$-20 self lock nut. Do not over-tighten so that the arm is no longer free to rotate.

Install push button assemblies as per fig. 9-10. This step may be postponed until after paintint, if you wish.

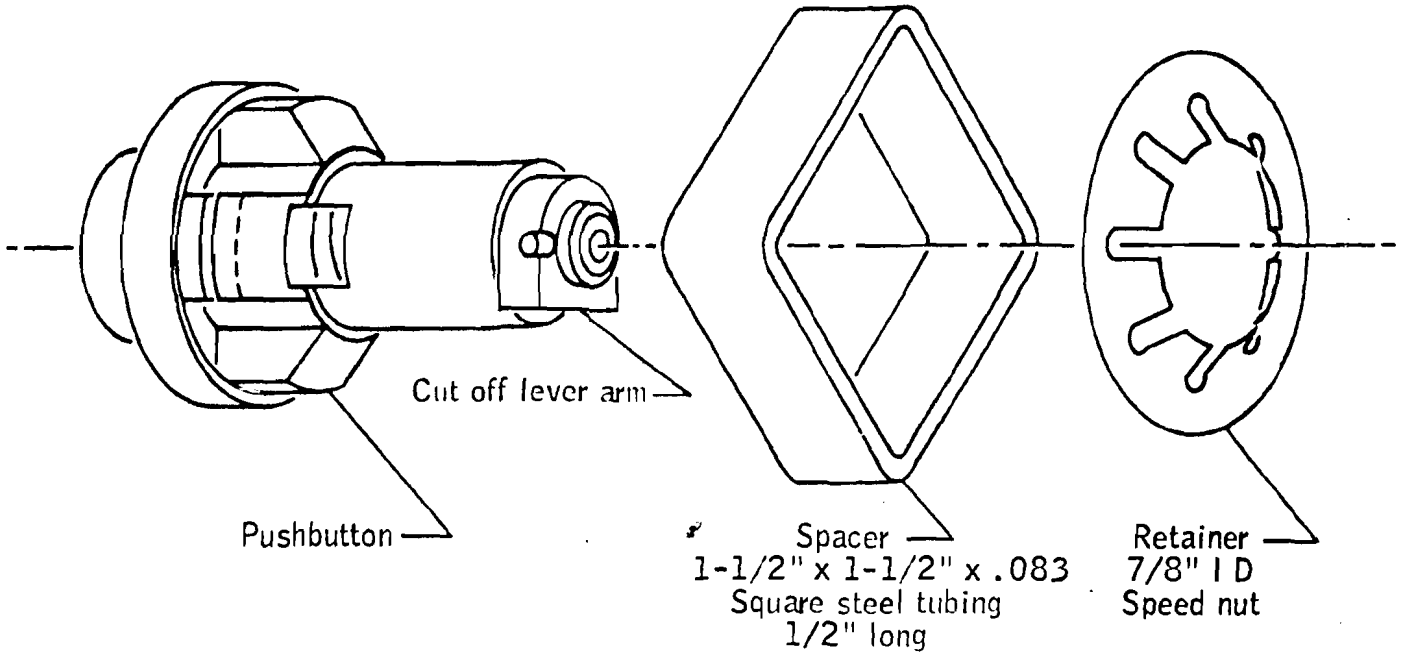
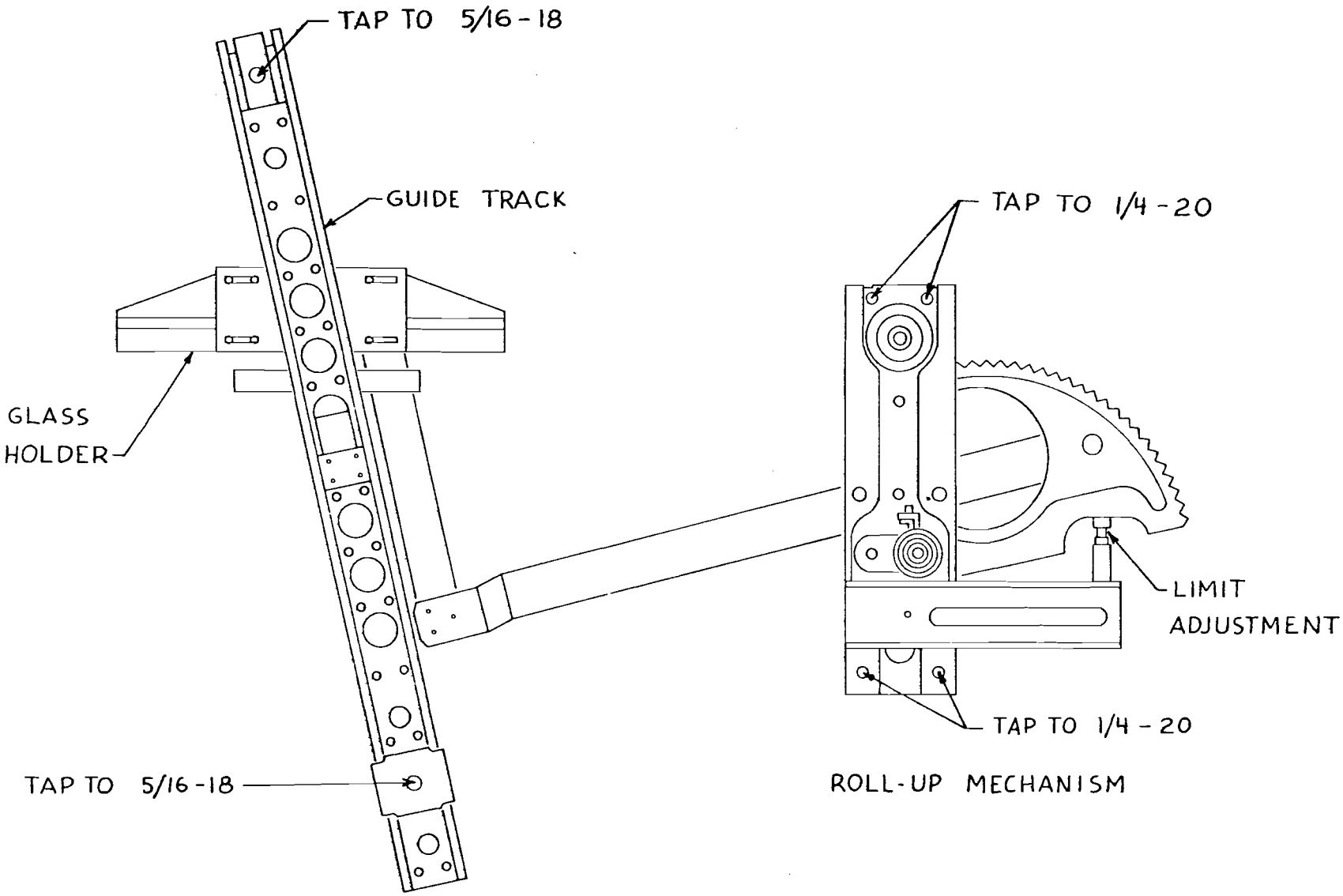


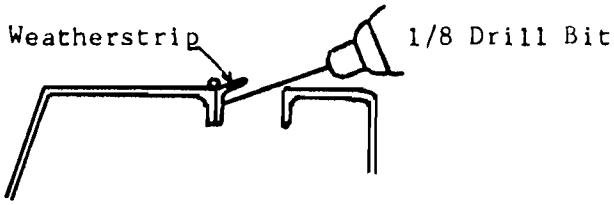
Figure 9-10



WINDOW MECHANISM

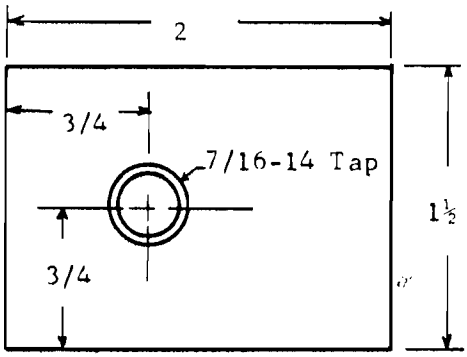
FIGURE 9-11

Install window mechanisma referring to above fig.; tap four holes in each regulator to $\frac{1}{4}$"-20. Next insert a regulator in each door through the elongated hole in the door liner. Be sure you have the left regulator in the left door, etc.



DOOR SLOT WEATHERSTRIP

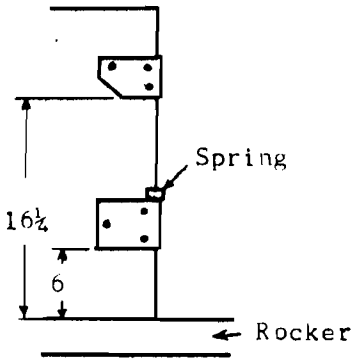
FIGURE 9-14



1/4" Steel Strap

STRIKER STUD AND DOOR HINGE
NUT PLATES (12 EACH)

FIGURE 9-13



DOOR HINGE LOCATION

FIGURE 9-12

C. Insert 1/4"-20 x 1" oval head THP bolts in each of the four 1/4" regulator mounting holes in the door liners. Place five 1/4" flat washers on each of these bolts (inside the door) and bolt up the regulators.

D. Again, referring to Figure 9-11, tap the two holes in each guide/track to 5/16"-18.

E. Insert a guide/track in each door, again making sure to have the left guide/track in the left door.

F. Place a 5/16" flat washer on a 5/16"-18 x 1" oval head THP bolt, insert in the upper guide/track mounting hole in the door liner, and engage threads (run bolt in guide/track a few turns).

G. Next, place a 5/16" flat washer on a 5/16"-18 x 2-1/2" hex head bolt and insert in the lower guide/track mounting hole in the door liner. If this bolt is not threaded all the way to the head, you will have to place 5/16" flat washers on the bolt so that a nut can be run down and tightened securely to the liner. In either case, with at least one flat washer on, thread a 5/16"-18 nut on the bolt. Do not tighten. Now start the bolt in the lower threaded hole in the guide/track.

STEP TWELVE: Hang the Doors

A. Set the doors in place in the body, paying particular attention to fit and gap between door and body. It may be necessary to make some minor changes in the door edge, e.g., rounding off the lower rear corner. When satisfied with the fit, tape in place with several layers of masking tape.

B. Measure up from the top edge of the rocker panel (lower edge of the door) 6" and 16-1/4" on the body, just ahead of the front face of the door. These two points mark the lower edges of the two hinges.

C. Now place the hinges (see Figure 9-12) in position and mark the holes on both the door and body.

D. Drill the holes, marked in the above step, in the body, using a 3/8" drill bit. Remember, you are drilling through two walls of the steel tube bonded to the inside of the body.

E. Drill out the holes in the door with 7/16" drill bit.

F. Bolt up the hinges to the door using 7/16"-14 x 1-1/2" hex head bolts and 7/16"-14 tapped nut plates. See Figure 9-13 for nut plate dimensions.

G. Bolt up the hinges (and door) to the body using 3/8"-16 x 3-1/2" hex head bolts, flat washers, lock washers and nuts.

STEP THIRTEEN: Install the Door Slot Weatherstrip

A. Take 3 ft. of the outside weatherstrip (rubber lip type) and snip one end of the mounting flange every 1/2" for about 6 inches along the strip. Now bend very carefully to match the contour of the rear of the slot in the top of the door. Position the strip in the slot and mark at the front end of the slot. Cut off the excess weatherstrip.

B. Fasten weatherstrip to outside edge of door slot flange with 1/8" x 1/2" pop rivets every 4" along the strip. See Figure 9-14.

C. Perform the same operation described above in A. using the inside weatherstrip (felt) on the inside edge of the slot.

D. Fasten the felt weatherstrip to the inside door slot flange with contact cement.

STEP FOURTEEN: Install the Door Windows

A. Mount a rubber grommet and glass holder on each window, being careful to align the holes. The nuts on the glass holders should be on the concave side (inside) of the glass.

B. Insert the glass (concave side of the glass to the inside of the car) through the window slot.

C. Bolt glass holder to guide/track using two 1/4"-20 x 1" hex head bolts, flat washers, lock washers and Teflon nuts in the top holes and two 6mm x 10mm bolts, flat washers and lock washers in the bottom holes. Do not tighten.

STEP FIFTEEN: Align the Doors

A. The additional weight of the glass in the doors may cause a requirement for the re-alignment of the doors on their hinges. If this be the case, you will have to determine in which direction the hinges will have to be moved, remove the hinges, and elongate the appropriate holes in the correct direction.

STEP SIXTEEN: Install Striker Studs

A. Place a piece of crayon, marking pen or pencil in the striker stud socket in the latch mechanism. Now close the door carefully, adjusting the marker so that it scribes the mating surface of the body. The end of this scribe line locates the striker stud.

B. Drill a 7/16" hole at the location identified above and insert a striker stud. Fasten with a 7/16"-14 tapped striker stud nut plate.

STEP SEVENTEEN: Align the Glass

A. With the door closed, adjust the window height and fore and aft position (utilizing the window crank and the slots in the glass/holder/guide) for an evenly distributed gap of 3/4" (± 1/8") between the edge of the glass and the window opening in the body. When this alignment is satisfactory, tighten the glass holder bolts and adjust the limit adjustment bolt (Figure 9-11) and lock down with the lock nut.

Installing the rear deck lid is simplified by using exposed chrome hinges, as those found on a "Spitfire" or similar car.

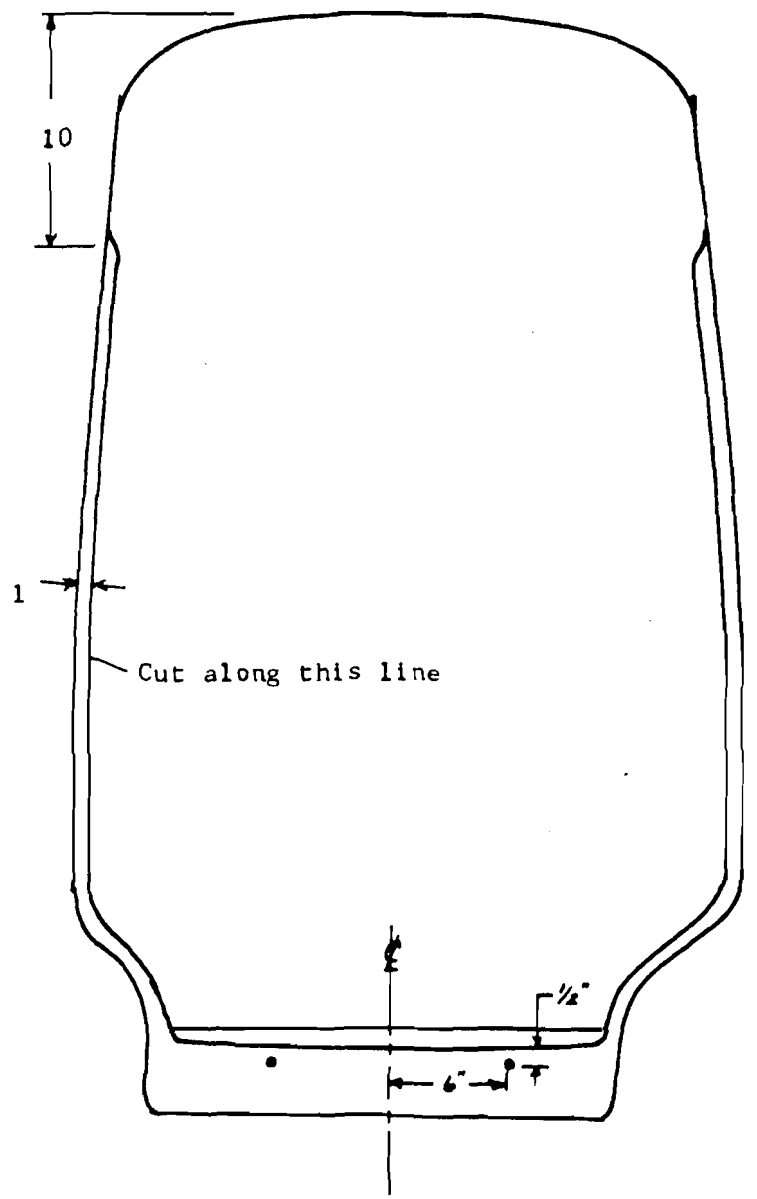
A simple latch is the VW rear engine lid push-button type. Mounting this on the rear deck and attached a metal catch to the body is sufficient.

Hidden latches with cable controlled release is also easily installed.

MOUNTING THE FRONT SECTION OF THE BODY:

Cut out the grille and hood openings with a sabre saw. See fig. 10-1. Sand the edges smooth and straight.

Figure 10-1



HOOD OPENING

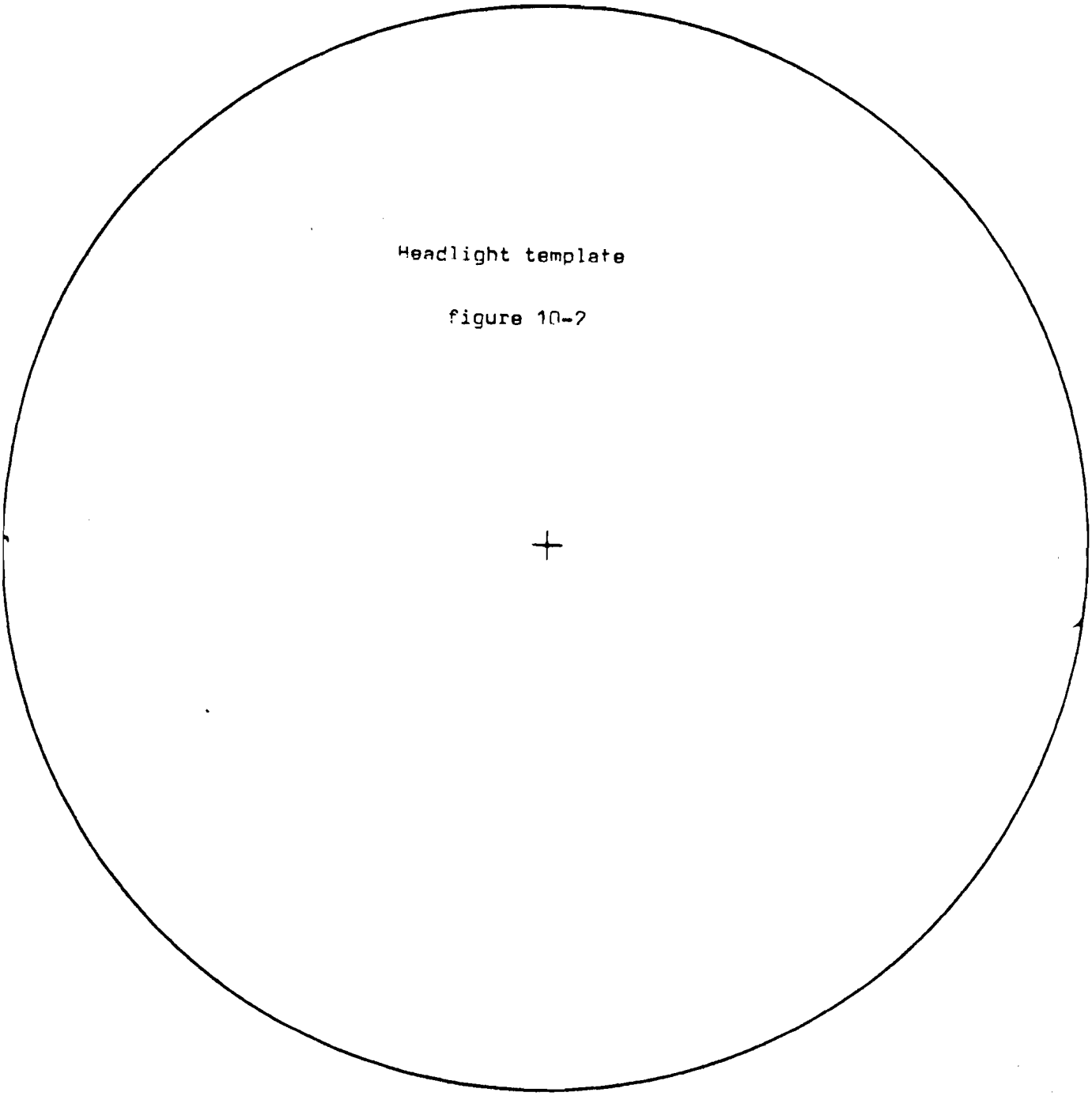
INSTALLING THE HEADLIGHTS:

Using the template below (fig. 10-2) and position in the headlight tunnel. Template should be centered side-to-side and down 5/8" from the top edge of the tunnel.

Scribe the circle and cut out with saw. Sand and notch for adjusting screws.

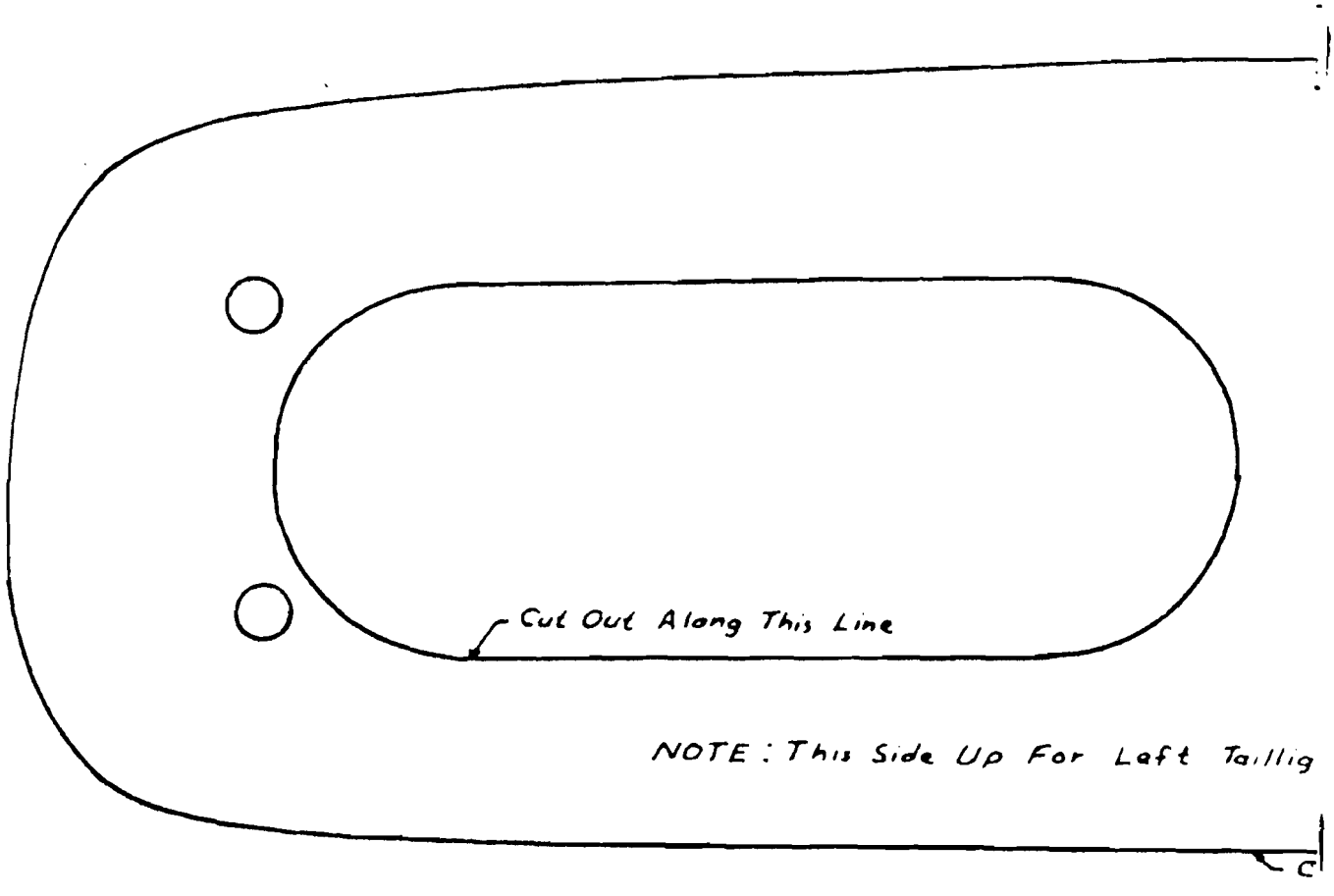
We have found the most desirable headlight assembly to use is the CORVAN. Many other type, single headlight assemblies with 7" dual beam are usable.

VW headlight buckets ('67 or newer) are also usable. Mount headlight from behind opening, allowing chrome trim to come through headligh hole. Small washers may be necessary to space headlight assembly to desired position.

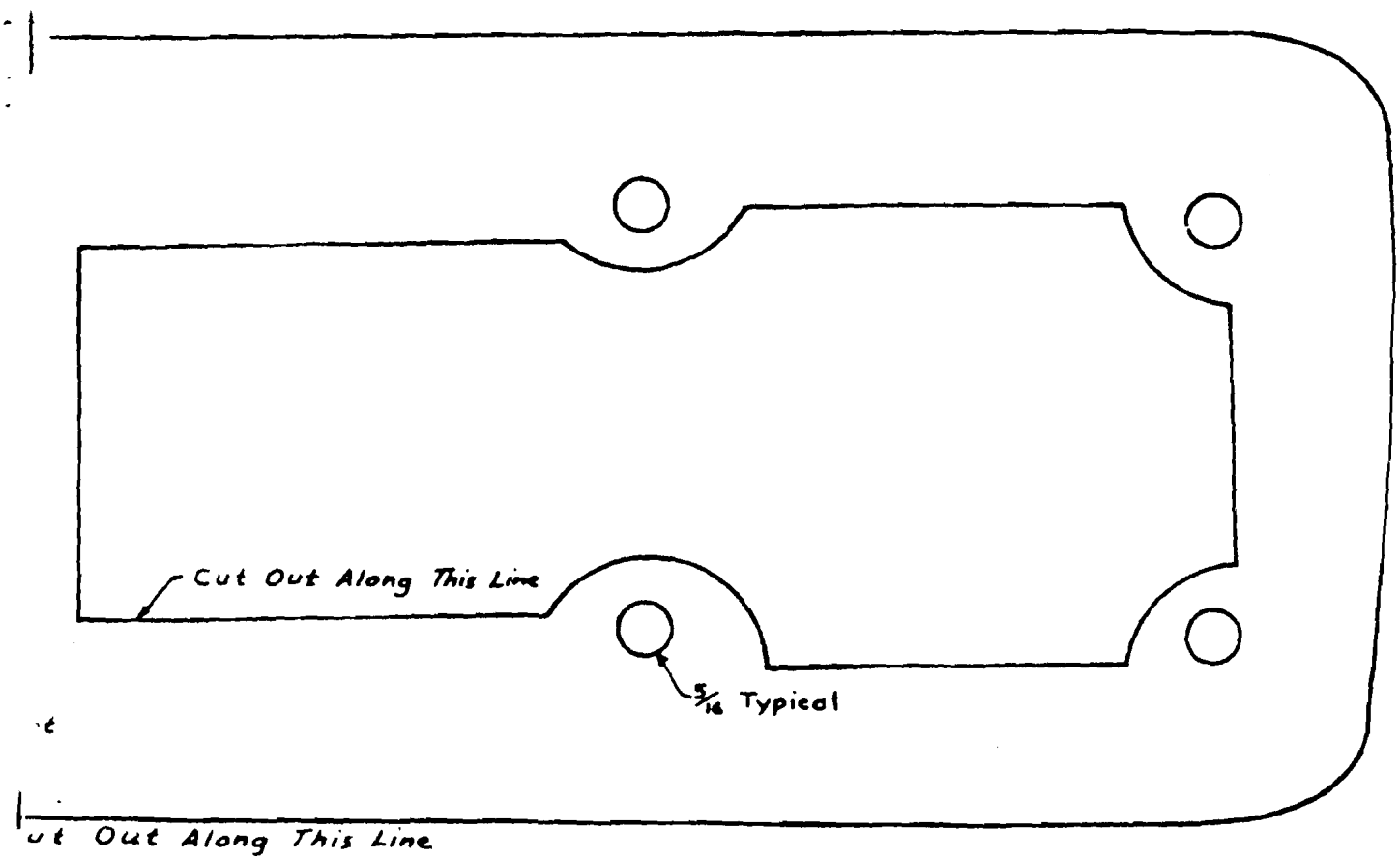


Headlight template

figure 10-2



TAILLIGHT



CUTOUT TEMPLATE

FIGURE 8-3

Front parking/directional lights should be installed at this time, as well as side lights, if desired or required by state laws.

Cut out the tail light installation holes, as per template fig. 8-3.

The body was designed for the installation of Maverick/Pinto tail light assemblies.

Drill the stud holes with a ¼" drill bit and cut out the elongated holes with a sabre saw.

Install tail-light units. Install rear side lights (if desired).

MOUNT THE FRONT-END ON CHASSIS:

Note: Installation as described is for frame mourting. Similar mounting will be used for VW installation.

Inner panels in nose of VW will be mounted to frame rails (supplied with VW kit) by using sheet metal screws and large flat washers.

A. Tape the edge of the body (up the left rocker, left door, across the cowl and down the right side) where the front end meets the body with 3/4" masking tape. One edge of the tape should be exactly at the edge of the body panels.

B. Place the front end on the chassis and center from side-to-side. Place a straight edge on the accent crease in the center of the doors and position the front end such that the same crease in the front end is parallel with straight edge.

C. Tape the edge of the front end with 3/4" masking such that it is directly over the tape on the body. This will define the actual finished edge of the front end.

D. Cut the excess off the front end with a sabre saw, by cutting along the tape edge. Sand smooth.

E. Re-position the front end and check alignment. Shim, if necessary, between the frame and the front end inner panel.

F. Drill two 1/4" holes through the front end and the cowl at the locations shown in Figure 10-1, and fasten with 1/4"-20 x 1" oval head THP bolts, flat washers, lock washers and nuts.

G. Locate the conical boss in the inner panels near the front end of the frame and drill a 1/4" hole through the frame and through the center of this landing. Fasten with 1/4"-20 x 6" hex head bolts, flat washers, lock washers and nuts.

H. Drill a 5/16" hole through the rocker panel section of the front end just ahead of the joint with the body. Drill through the body panel behind the rocker. Insert a 5/16"-18 x 1-1/2" carriage bolt in the hole. Place a sufficient number of 5/16" flat washers on the bolt to shim the front end section of the rocker out to the body section and fasten with a flat washer, lock washer and nut.

I. Fasten the front end inner panel to the sides of the frame members with 3/16" x 1-1/2" sheet metal screws and wide area washers.

INSTALLING THE HOOD:

Hinges (pair) Stingray, Chevrolet #3912639 and 3912640
Telescoping hood support (Stingray)
Hood latch assembly (Datsun); Mercury latch; external hood pins

Installing the hood (continued):

Place the hood in position in the opening in the front end and determine what edge sanding, if any, must be done. NOTE: The shape of the opening in the front end may vary a small amount between different installations, due to the varying procedures for attaching the front end to the body and chassis. Sand edges where necessary. Proceed to hinge:

STEP THREE: Install the Hinges

A. Place the hinges on the hinge mounting bosses (raised surfaces on either side and toward the front of the hood liner), such that the hinge pin is on the outside of the boss and close to the liner surface with the larger of the hinge flanges on the boss and all the way to the rear edge of the boss.

B. Drill the holes through the boss and the steel plates bonded to them with a #10 drill and tap to 1/4"-20.

C. Bolt on the hinges with 1/4"-20 x 1" hex head bolts, flat washers and lock washers.

D. Drill 2 each 1/4" holes in one leg of each 2" x 2" x 1/8" x 4" angle for attachment to hood inner panels.

E. With the front of the car up on jack stands, place the hood in position, reach up between the nose and radiator, place the angles in position between the inner panel and hinge flange, and mark the hole locations (angles-to-inner panel and hinge-to-angle).

F. Remove hood and drill 1/4" holes at the markings.

G. Bolt the angle brackets to the inner panels with 1/4"-20 x 1" hex head bolts, flat washers, lock washers and nuts.

H. With the hood vertical, bolt the hinges to the brackets with 1/4"-20 x 1" hex head bolts, flat washers, lock washers and nuts.

STEP FOUR: Install the Hood Support

A. Position the telescoping hood support with its mounting bracket under the hood opening lip 7-3/4" back (toward the windshield) from the hinge bracket, measured pivot-to-pivot. Mark and drill two 1/4" holes and bolt up with two 1/4"-20 x 1" oval head THP bolts, flat washers, lock washers and nuts.

B. Position the upper support bracket on the mounting boss section of the hood liner and mark the mounting hole locations.

C. Drill two holes in the liner with a #10 drill bit and tap to 1/4"-20.

D. Bolt the support bracket to the hood liner with two 1/4"-20 x 3/4" hex head bolts, flat washers and lock washers.

STEP FIVE: Install the Hood Latch Assembly

A. Position the latch pin assembly on the hood liner boss (located off-center at the rear edge of the hood) and mark the pin bolt clearance hole and the two mounting holes.

B. Drill the clearance hole with a 5/8" drill.

C. Drill and tap (1/4"-20) the two mounting holes.

D. Bolt the latch pin assembly to the hood with 1/4"-20 x1" hex head bolts, flat washers and nuts.

STEP SIX: Install the Latch Assembly

A. With the hood down and the latch pin resting on the cowl, mark the center of the center of the latch pin on the cowl.

B. Drill a 1-1/2" hole through the cowl section of the front end.

C. Place the latch assembly in position and measure the distance from the latch mounting holes to the firewall. Transfer these measurements to the two pieces of 1-1/2" x 1-1/2" steel angle and drill two 1/4" holes. Drill two 1/4" holes in the other leg of the angle.

D. Bolt the angles to the latch assembly.

E. Position the latch assembly and mark the mounting hole locations on the firewall.

F. Drill two 1/4" holes and attach the latch assembly with 1/4"-20 x 1" hex head bolts, flat washers, lock washers and nuts.

STEP SEVEN: Install the Hood Release Lever

A. Find a convenient location on the square tube crossmember under the dash, position the lever assembly, mark and drill the mounting holes.

B. Fasten the lever assembly with 3/16" sheet metal screws and flat washers.

C. Route the cable from the lever through the firewall to the latch.

INSTALLING HEADLINER AND MOULDING TRIM CLIPS:

The five pieces of windshield trim moulding (Corvette '63-'67), require a total of 17 clips (2 corners and 15 straight). You will find indentations around the edge of the windshield opening for these clips.

Position the corner clips in the upper corner indentations, all the way down so that they bottom in the indentations. Center in the curve and drill an 1/8" hole through the fiberglass at each mounting hole in the clip. Insert a pop-rivet and set. Repeat for the remaining 15 clips.

Installing headliner material:

After a light sanding of the inner roof, apply contact cement (3M weather-strip adhesive is excellant to use)inside roof, around windshield, rear window and door flanges and down the windshield posts.

Have ready, headliner material to be used: 1 piece 40"x47", 2 strips 7"x20".

Apply contact cement to the back side of the three pieces of material.

When all cement is tack-free, fold the large piece in half (40" x 23½"_ with the cement out and place the folded edge against the roof, centered both from side-to-side and between the sindshield and rear window openings.

Now smooth out the material against the roof, working from the center out to the door openings. Wrap the material around the door and window flanges and trim excess with a razor leaving at least ½" of material wrapped around the flanges.

Fold an end of the remaining pieces of material back on themselves ¼" (cement to cement) and press together. Place these pieces over the windshield posts, with the folded edge near the top of the post. If these pieces overlap the in=place liner, apply cement to the headliner and let dry before gluing the post covering in place. Wrap around flanges and trim off the excess.

ASSEMBLE AND INSTALL DASH:

The instruments and switches are most easily installed in the dashboard before the dashboard is permanently mounted in the body. Therefore, selection of gauges and switches should be anticipated at this time.

We have found it easier to install the wiper assembly prior to installation of the dash.

WINDSHIELD WIPER ASSEMBLY:

Parts: Wiper Motor (Corvette, Pinto or American Bosch WWC 12-612S)
Bracket - fabricated from 14 gauge or 1/16" steel plate
Pivot Shafts (2)
Gasket, washer nut for shafts
Drive Arm (1) Corvette, Pinto or Am. Bosch LE 721124A
Drive links (2) " " " " LK 721031 **
Wiper Arms (2) TRICO adjustable AL-225
Wiper blades (2) " RB-14"
Cap screws (3) $\frac{1}{4}$"x28x$\frac{1}{2}$"
Bolt w/lock nuts (4) $\frac{1}{4}$"x20

Locate the holes for the Pivot shafts 3/4" below windshield opening as per fig. 8-5 below.

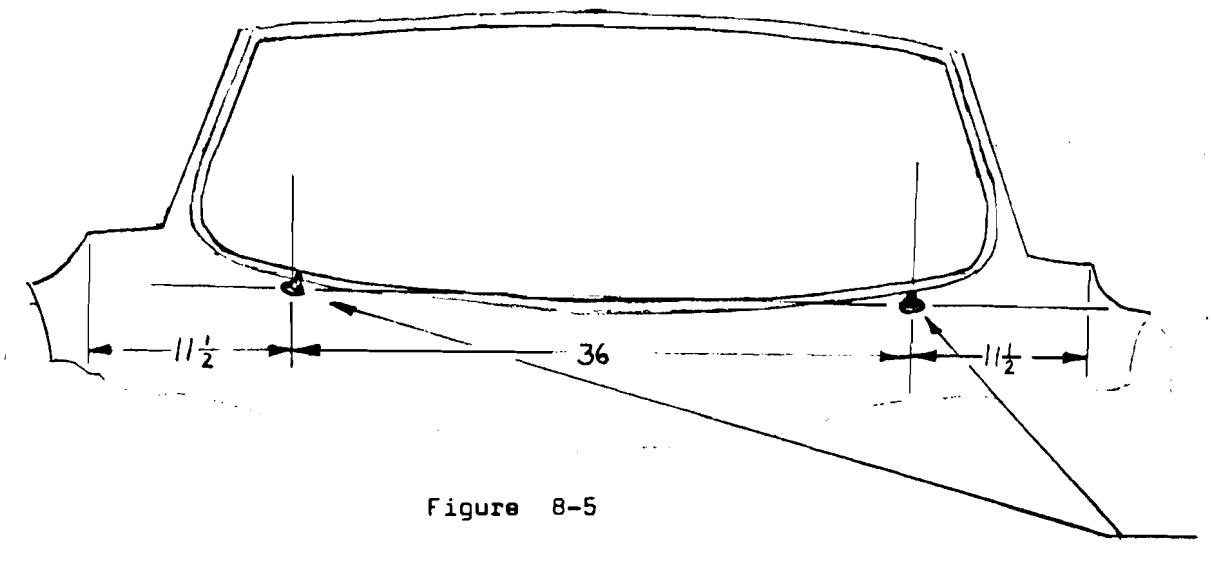


Figure 8-5

Pivot Shafts (2) extend through body, as above. Wiper arms and blades are attached to splined ends outside body.

IMPORTANT: The inner part of pivot shafts (bracket to which drive links are attached) must be positioned so that one bracket is upward, the other downward, so that blades will wipe toward each other, parking so that the ends of blades are at center of windshield.

Motor can be mounted off to one side, center; or off center. If motor is positioned to one side, the first drive link will connect the drive-arm to the nearest pivot shaft bracket. The second drive link will connect the two pivots.

With motor centered, equal length drive links will both be placed on drive arm and extend to each pivot shaft. If motor is off-center, but between pivot shafts, drive links will both be placed on drive-arm, however, links will be of unequal length.

Bracket should be fabricated to support motor in a firm position, after selecting location under dash.

DASHBOARD PREPARATION AND INSTALLATION:

The dashboard should be prepared before any instruments or switches is mounted.

Lay out the instruments and switches on the dash panel...We recommend the lay-out below, fig. 8-12.

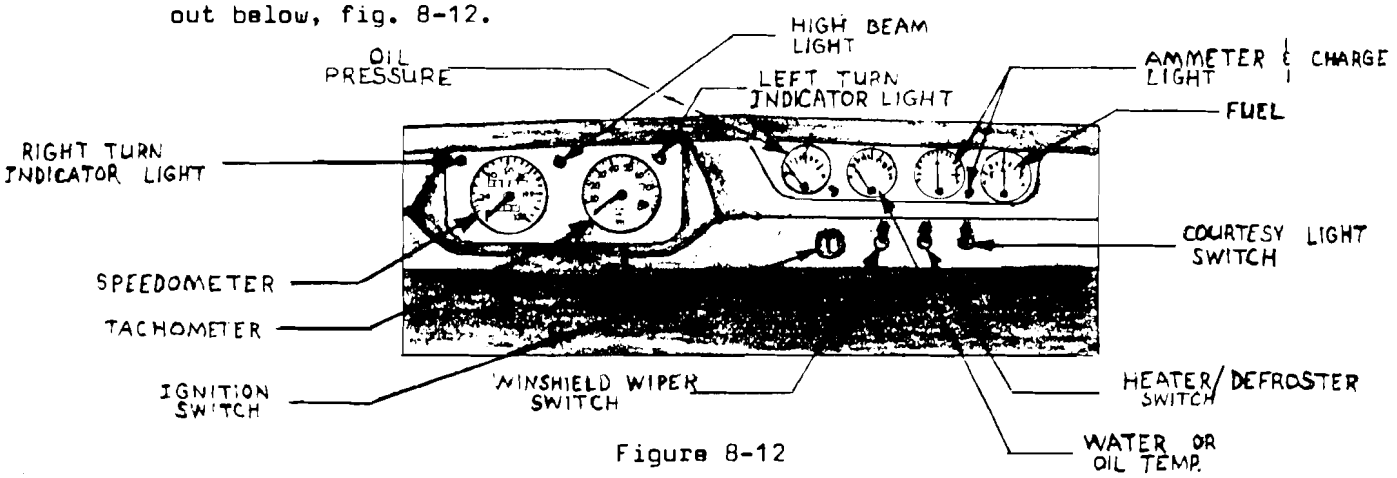


Figure 8-12

Using the 3 1/8" hole saw, and the 2 1/6" hole saw or an adjustable drill-bit cutter, drill out the holes for gauges and mount gauges.

Drill holes for switches and mount. If the dash is to be painted, sand all holes, sand furface the #120 grit, spray primer on the dash. When dry, west sand with #240 grit. When surface is smooth and dry, spray entire dash with lacquer.

Check dashboard for fit in place, laying the forward portion of the dash, over the lip in the body behind the windshield opening.

Be sure that the two dash corner do not extend beyond the door openings.

After you are satisfied with fit, proceed as follows:

First, lay up a good bonding agent (or fiberglass resin/hardener/matting) on lip of body and place dash on it, weighting it down firmly. Pop rivets may be used if desired.

Using a "Bondo" type body filler, the forward edge of dash may be blended into body and front edge behind windshield opening.

If padding is desired, it is not necessary to use fill:

Lay form ($\frac{1}{4}$" or $\frac{1}{2}$") over the dash allowing it to drape over inned edge sufficiently to cover the area you desire to pad. Trim to fit and bond to dash.

Lay vinyl over foam in the same manner. However, allow the vinyl to extend into the sindshield supporting lip about 3/8". Bond the portion of the finyl under the inside edge of dash and along protruding inner edge of dash. Further secure the lower edge with a metal trim stip (aluminum).

Draw vinyl tight over foam toward windshield supporting lip, over edge and secure in place with a good gonding agent. (3M Weatherstrip adhesive). Trim excess.

DEFOGGER/DEFROSTER INSTALLATION:

Fiberfab offers a defogger kit consisting of the following:

1 - 12 volt blower motor
2 - grilles for dash
Blower Hose

The following installation covers this unit, however, customers have also used units from Corvairs, etc.

In the Jamaican V8 assembly, the defogger can be used in conjunction with a heater core, using the blower to circulate warm air from the core up through the defogger vents. This is an excellant combination heater/defroster set-up.

In the JAMAICAN VW application, the blower will circulate interior warm air from the heating system using the VW heat boxes, etc.

The defogger should be installed after the dashboard is installed in the body - - but before the sindshield and padding (if any) are permanetly placed.

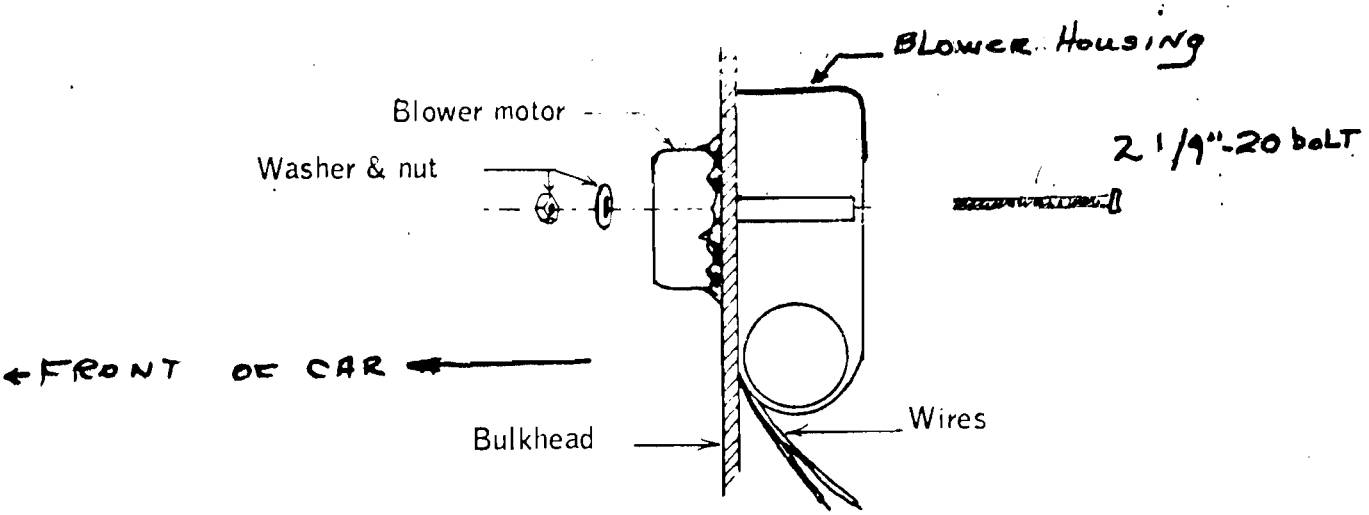
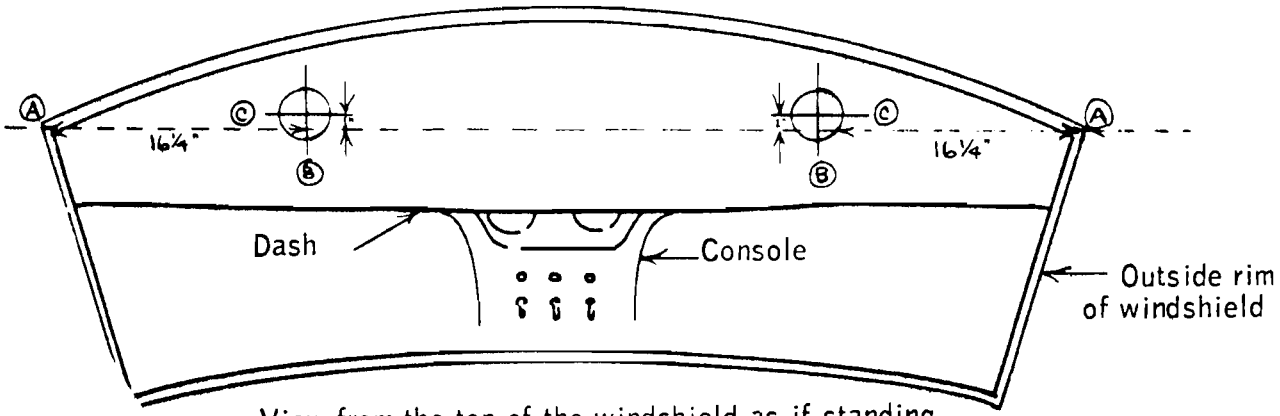


FIGURE 1.



View from the top of the windshield as if standing on the top of the car.

FIGURE 2.

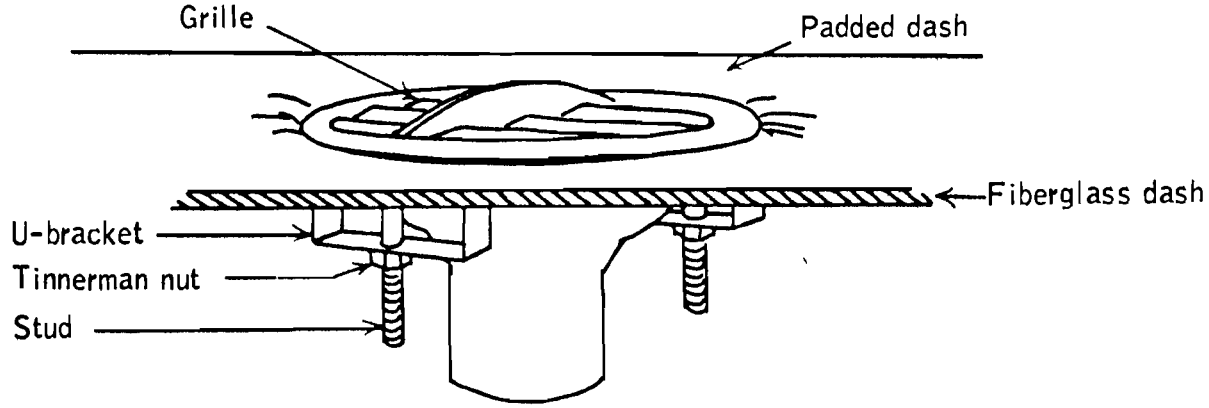


FIGURE 3.

DEFOGGER KIT INSTALLATION INSTRUCTIONS

Installation of Defogger Kit

Start by placing the template provided in the upper right corner of the forward bulkhead (firewall in front engine bodies) as shown in Photo C. Tape or glue template to bulkhead in proper position and using the 3" hole saw drill through template where blower motor hole is marked. File a small notch as shown on template. Using the 1/4" drill bit drill through the template where 1/4" mounting holes are marked. Remove template.

To mount blower motor unit place the motor through the 3" hole in bulkhead. Be certain the two wires (one wire is to be connected to the chassis ground system and the other to a source of switched - 12V) remain on the cockpit side of the bulkhead -- the filed notch is where they return through the bulkhead into the cockpit area. See Figure 1 on Page 3. Secure unit with 1/4"-20 hardware. Put sealant around motor as it projects into the gas tank area -- do not put sealant around motor in cockpit area.

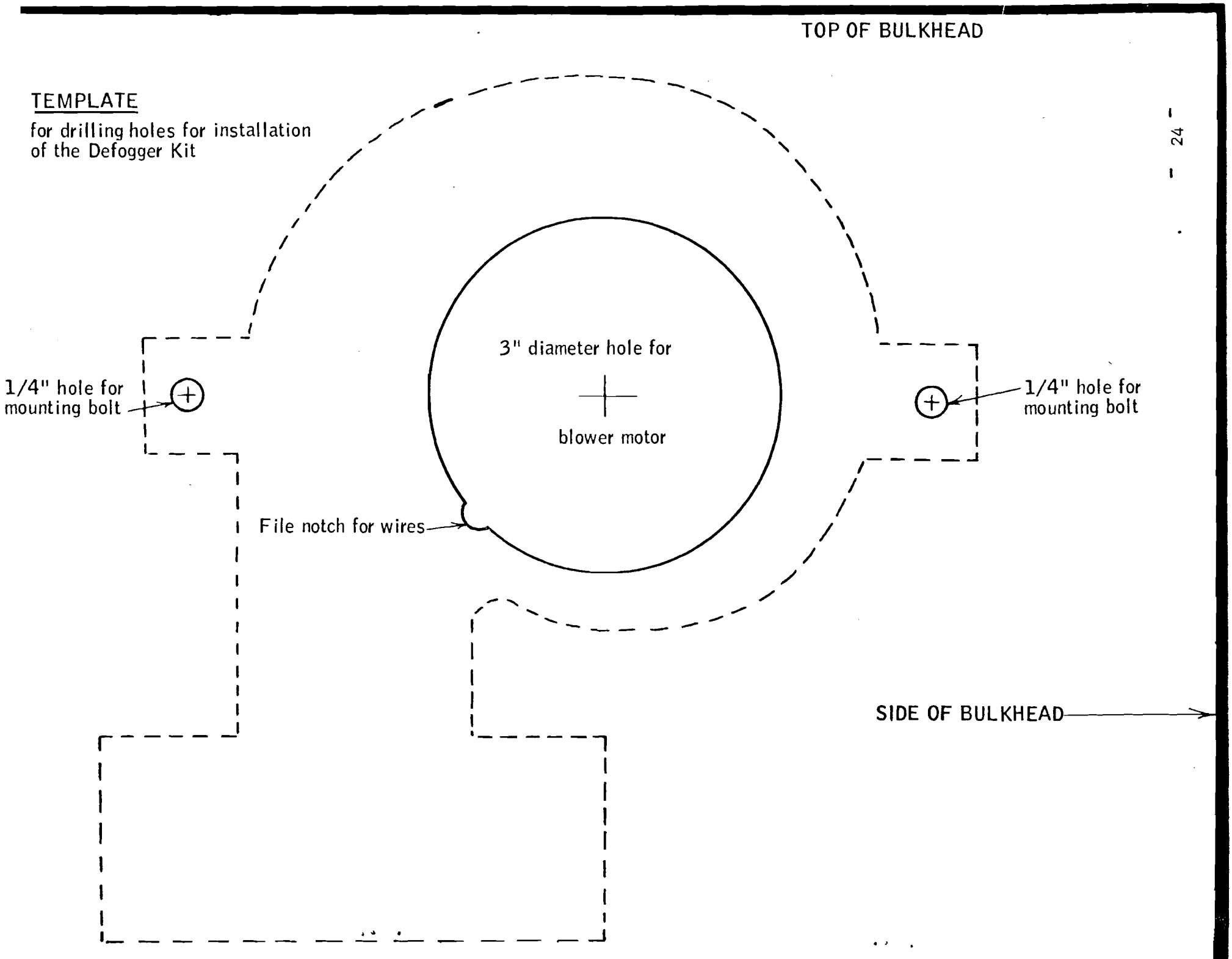
To install blower grilles -- locate grille duct outlets on the top of the dashboard as shown in Figure 2 on Page 3. Draw a line straight across dash between the lower, outside corners of the windshield opening (Ⓐ in Figure 2). Measure 16-1/4" from each corner Ⓐ and draw a line (Ⓑ in Figure 2). Then measure 1" from line Ⓐ toward hood and draw a line (Ⓒ in Figure 2) that will intersect line Ⓑ.

The point where Ⓑ and Ⓒ intersect is the center of the grille hole. Drill 3" hole with the hole saw for each grille duct. If padded dash is to be installed, drill holes before installing padded dash, but inset the grilles after installing padded dash. (Use a razor blade and cut a 2-1/2" + in the padded dash in the center of the 3" grille hole). Insert grille duct into holes in dash. Place U-brackets over plastic studs then use the self-threading Tinnerman nuts to secure. See Figure 3 on Page 3.

Measure and cut the proper length of blower hose needed to get from motor unit to each grille duct. To attach hose just slide hose over nozzles of the blower and grille -- no clamps are necessary to hold hoses in place.

Location for template marking mounting holes for blower motor unit.

Note: Pictured from inside of car, passenger side of cockpit, before dashboard is mounted.


TOP OF BULKHEAD
TEMPLATE
for drilling holes for installation
of the Defogger Kit
24
3" diameter hole for
blower motor
1/4" hole for
mounting bolt
1/4" hole for
mounting bolt
File notch for wires
SIDE OF BULKHEAD

UPHOLSTERY - INTERIOR FINISHING

The upholstering of your GT is purely a matter of personal taste. You can be as austere or as elaborate as you desire, purely functional for the "road machine" buff or posh for the grand touring enthusiast.

At the factory, we use the GT upholstery kit available from Fiberfab (as an accessory kit, at extra cost). Fiberfab's upholstery kit consists of automotive-grade carpets, cut to fit and bound. It also includes the headliner, vinyl door panels, seat covers, trim screws and a quart of adhesive.

If you have access to a commercial, heavy-duty machine you can make your own carpeting and interior trim. The materials required are:

6 yards vinyl - - 12 yards carpeting (36" wide) - - jute padding, carpet binding, adhesive and trim screws.

Use heavy paper to make patterns of the interior surfaces of the car. Transfer this pattern to the carpet (making sure it is not upside-down) and cut. Sew on binding. The same "pattern" technique is used to develop door panels, constructed of vinyl sewn to panel-board. A customizing effect can be gained by sandwiching up to 1" foam rubber sheet between the vinyl and panel-board and then stitching a design in the vinyl.

Before installing the carpets, headliner, etc., rough-up the fiberglass surfaces to be covered with any coarse sand paper. After sanding, wipe the surfaces with lacquer thinner or acetone.

When surfaces are prepared, coat them thickly with adhesive-also coat the back side of the carpet, etc. When the adhesive is tacky, install the carpet. Door panels may be glued in place, or attached with trim screws.

Other items to be considered for interior finishing include ash-trays mounted in the console, interior lights mounted behind the window openings, etc.

LET YOUR IMAGINATION BE YOUR GUIDE !!!!

Install the FRONT and REAR Windows:

To install the glass, you will need the following (can be purchased from local auto glass installers).

Caulking gun
1 box PTI Auto Tape Kit 5/16" R103 Butyl Tape
1 tube silicone rubber windshield sealer (caulking gun size)

15 ft. stout cord (for rear glass installation)
1 qt. solvent

1 '63-'67 Corvette Stingray coupe windshield glass and trim mouldings, clips

1 Porsche 911/912 rear window
1 Porsche " " rear window rubber (gasket)
1 set Porsche rear window chrome trim.

Before proceeding, note: Once the windows have been installed, installation of a headliner and padded dash cover are difficult, these should be done prior to window installation.

A. Place pieces of masking tape on the body (or marks) next to the moulding clips so you will be able to find them when installing the chrome trim.

B. Place the PTI tape around the windshield opening about 1/16" in from the edge of the lip (inner edge).

C. Apply silicone sealer between the PTI tape and the outer edge of the lip.

D. Place the glass squarely in the center of the opening. Be careful, this is a two man job.

E. Apply more sealer between the edge of the glass and the edge of the windshield opening.

INSTALL CHROME TRIM: Start with the lower left section of trim. Insert the mounting flange on the chrome between the clip and the fiberglass and push down until it clicks in place. DO NOT USE ANYTHING BUT YOUR HANDS or you may dent the trim.

Follow the same procedure with the rest of the trim; lower right section, upper section, upper left corner, upper right corner.

Wash off excess silicone sealer with solvent.

INSTALLING REAR WINDOW:

A. Place the rubber grommet around the glass as shown in Fig. 9-17.

B. Insert the aluminum trim mounting flange in slot in grommet. Slip the connecting clips over the first half before installing second half.

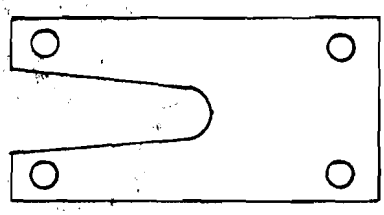
C. Insert stout cord in the body-mounting slot in the grommet (gasket). You will find installation much easier if you use two pieces of cord, from the top center to bottom center, left and right. Overlap the cords at the top and bottom slightly.

D. Place the window squarely in the center of the opening. This also is a two man operation. One man outside pushing down on the glass, while the second man pulls the cord from inside as shown in fig. 9-18.

E. Pull the cord out about 6" top and bottom, on the left side and then the same on the right side. Repeat this operation until gasket is set all the way around.

After fitting trunk lid, install with hinges and latches.

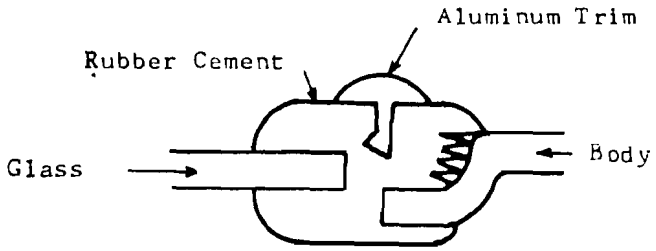
The VW rear latch may be used in conjunction with latch plate similar to fig. 9-16, right.



TRUNK LOCK CATCH TEMPLATE

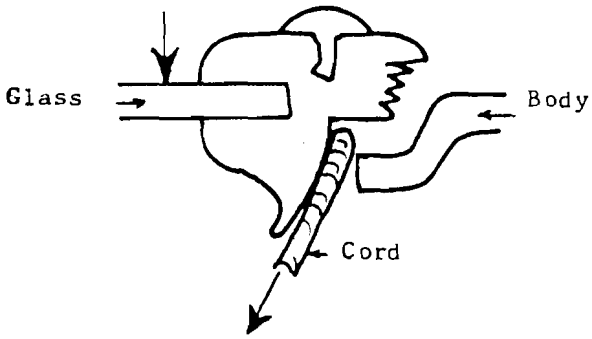
Hinges may be exposed for ease of assembly, using rear hinges off TR, Spitfire, etc.

FIGURE 9-16



REAR WINDOW INSTALLATION

FIGURE 9-17



REAR WINDOW INSTALLATION

FIGURE 9-18

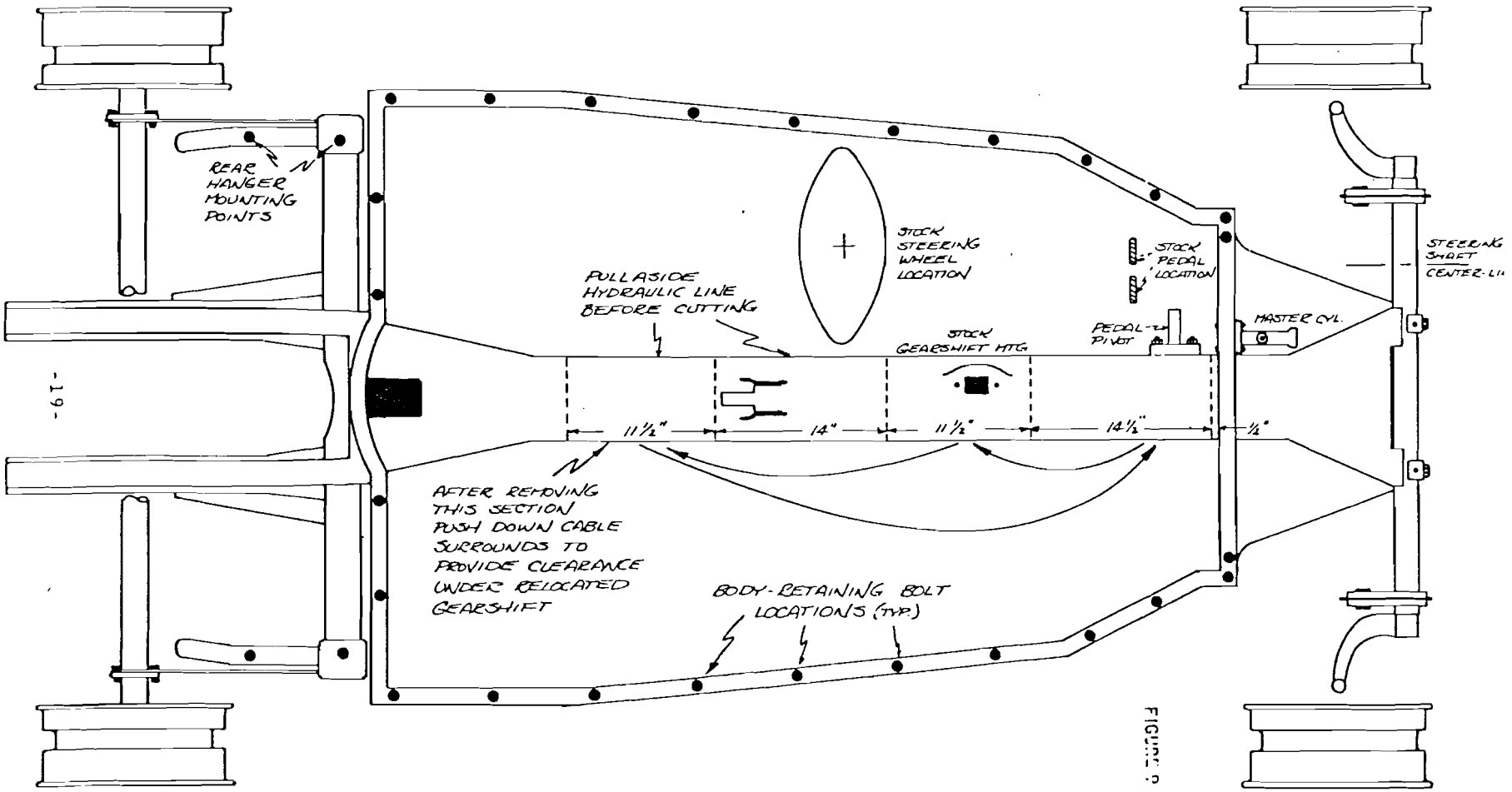

REAR HANGER MOUNTING POINTS
STOCK STEERING WHEEL LOCATION
STOCK PEDAL LOCATION
STEERING SHAFT CENTER-LI
PULL ASIDE HYDRAULIC LINE BEFORE CUTTING
STOCK GEARSHIFT MTG.
PEDAL-PIVOT
MASTER CYL.
11½"
14"
11½"
14½"
½"
AFTER REMOVING THIS SECTION PUSH DOWN CABLE SURROUNDS TO PROVIDE CLEARANCE UNDER RELOCATED GEARSHIFT
BODY-RETAINING BOLT LOCATIONS (TYP.)

FIGURE 9