

CHAPTER 3 BODY ASSEMBLY

BODY OPENINGS

Reposition the sway bar and attach, using four $3/8 \times 3"$ hex head bolts, eight flat washers and four $3/8"$ lock nuts. See Figure 3-2.

Place the support bar on top of the front bumper support tubes.

Measure from the front face of the crossmember $9 \frac{3}{4}"$ forward to the back face of the hood support bar on each side. See Figure 3-1.

Mark the center of the slots of the mounting plates onto the bumper support tubes. Remove the hood support bar and drill the four holes, using a $3/8"$ drill bit, drill through the front bumper support tubes.

Reposition and attach the hood support bar, using four $3/8 \times 3"$ hex head bolts, eight flat washers and four lock nuts.

FRONT SWAY BAR

NOTE: Because of the various types of sway bars used on the Mustang II it may be necessary to drill and tap the front bumper support tubes in order to mount the hood support bar to it.

Attach the front sway bar to the lower control arms, using the original hardware. Lift the sway bar until the mounts are directly under the front bumper support tubes, mark the mounting hole locations on the bumper support, lower the sway bar and drill four $3/8"$ holes through the bumper support tubes.

BODY OPENINGS

In order to remove the flat piece of fiberglass from the opening you must use a rotary grinder or attachment on a drill.

NOTE: Before you mount the body there are some items that need preparation.

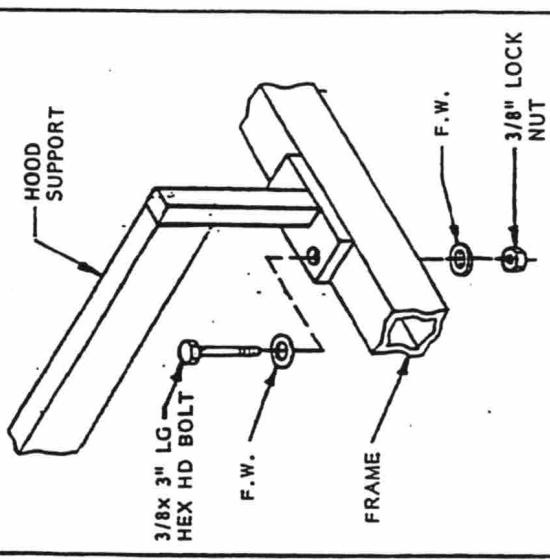
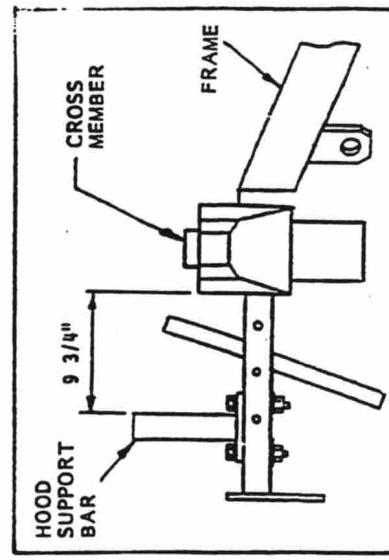


Figure 3-1

Grind from the inside of the face along the edges until the piece of fiberglass tails out. Using a block of wood and sandpaper finish the edge of the opening. Repeat on other side.

Using the same method, remove the grille opening, lower grille, the two brake vents and the openings for the side exhaust pipes. See Figure 3-3.

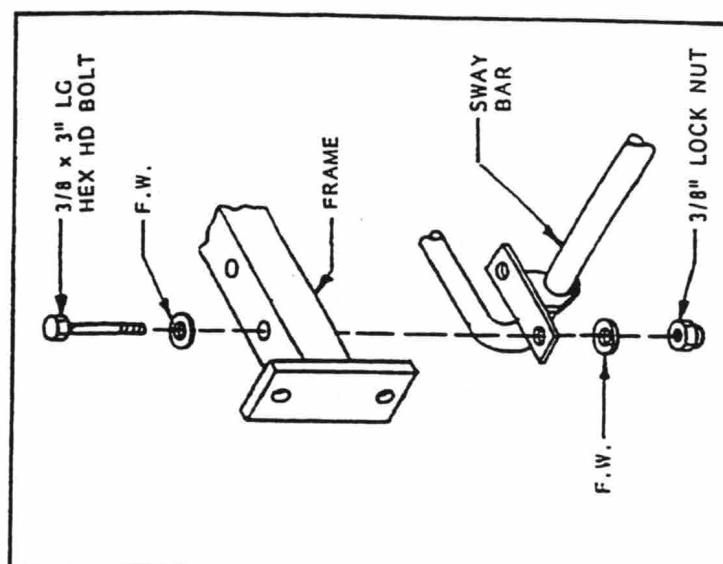


Figure 3-2

OPENING FOR DECORATIVE ROLL BAR

NOTE: If you are using the decorative roll bar, it is easier to make the openings in the package shelf prior to mounting the body. It is also easier to fit the roll bar to the frame once prior to mounting the body, although not necessary.

FITTING THE ROLL BAR TO THE FRAME

Place the long leg of the roll bar hoop onto the roll bar mount welded to the top of the rear axle spring mount. Insert the inner roll bar mount into the short leg until it is even with the top of the frame tube. Mark and drill two $3/8"$ holes through the mount and the frame tube. Secure the mount to the frame, using two $3/8 \times 3"$ hex head bolts, four $3/8"$ flat washers and two $3/8$ lock nuts. See Figure 4-12.

Slide the third leg of the roll bar onto the mount tube on the rear of the roll bar. Position the mount angle so that it is flush against the shock mount. Clamp the mount angle to the shock mount. Drill two $3/8"$ holes through the mount angle and the shock mount. Attach the mount angle to the shock mount using two $3/8 \times 1 \frac{1}{4}$ hex head bolts, four $3/8$ flat washers, and two $3/8$ lock nuts.

Once the roll is firmly seated onto the mount, drill a $3/8"$ holes through each to the roll bar legs and the mount tubes. Test the fit of the roll bar mount using three $3/8 \times 2$ hex head bolts and three $3/8$ lock nuts. Disassembly and remove the roll bar from the frame. The roll bar mount on the rear frame may be left in place to mark its location on the package shelf prior to the mounting of the body.

Place the body onto the frame and adjust the body using the body measurement given in the body mount section. See Figure 3-4. Mark the locations of the roll bar mounts onto the under side of the package shelf.

NOTE: Most cardboard tubes from rolls of paper towels or toilet paper are $1 \frac{1}{2}"$ O.D., which is the same O.D. as the roll bar. These may be used to approximate the hole location for the roll bar mounts. Place a shortened tube onto the welded mount and mark its location onto the under side of the package shelf.

Remove the body and using $2 \frac{1}{4}$ " hole saw, drill through the center of both of the locations. The opening for the third leg will be done after the body has been securely mounted. Save the scrap fiberglass from the $2 \frac{1}{4}$ " hole to use later during the installation of the roll bar.

NOTE: If you are having your roll bar chrome plated, care should be taken to avoid chroming the areas that slide onto the mount tubes. If these areas are chromed and you have trouble reassembling the roll bar, use a rotary file to remove the chrome inside each of the legs.

FUEL FILLER OPENING

On the right hand side of the trunk, measure back $3 \frac{1}{4}"$ from the forward trunk wall; measure $3 \frac{1}{2}"$ over from the right wheel well wall. Drill a $2 \frac{1}{4}"$ hole at this location.

BODY MOUNT

NOTE : To install the body you will need three to four people to assist in the positioning of the body to the chassis.

NOTE : Just prior to mounting the body apply urethane sealant to the flange on the upper portion of the forward floor liner. This will seal and bond this flange to the body. Because of the slow cure time of the urethane you will be able to adjust the body to the correct measurements.

Lift the body over the chassis and lower it into position. See Figure 3.

After you have set the body down it is time to check some measurements.

Measure forward from the firewall to the edge of the hood opening 1 1/4". See Figure 3-4, Detail A. Measure horizontally from the outside of the bumper support tube to the outside edge of the front wheel opening, 15 7/8". Repeat on other side.

Measure vertically from the center of the front spring tower to the lower edge of the hood opening, 9 3/4".

Install ten 3/16" pop rivets in the holes you have drilled.

Drill eight 3/16" holes in the mounting surfaces in the trunk area and install eight 3/16" pop rivets. See Figure 3-4, Detail D.

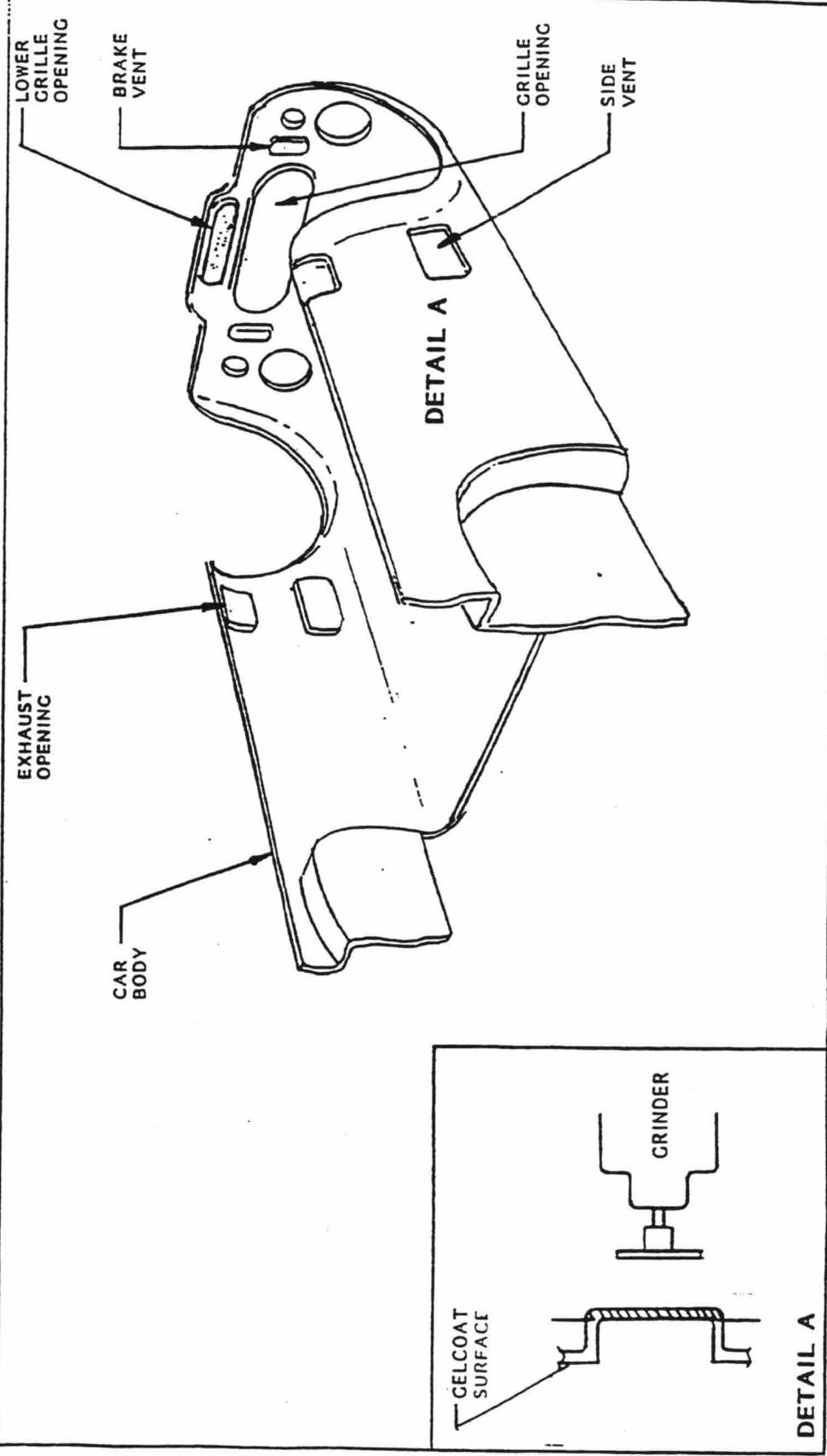


Figure 3-3

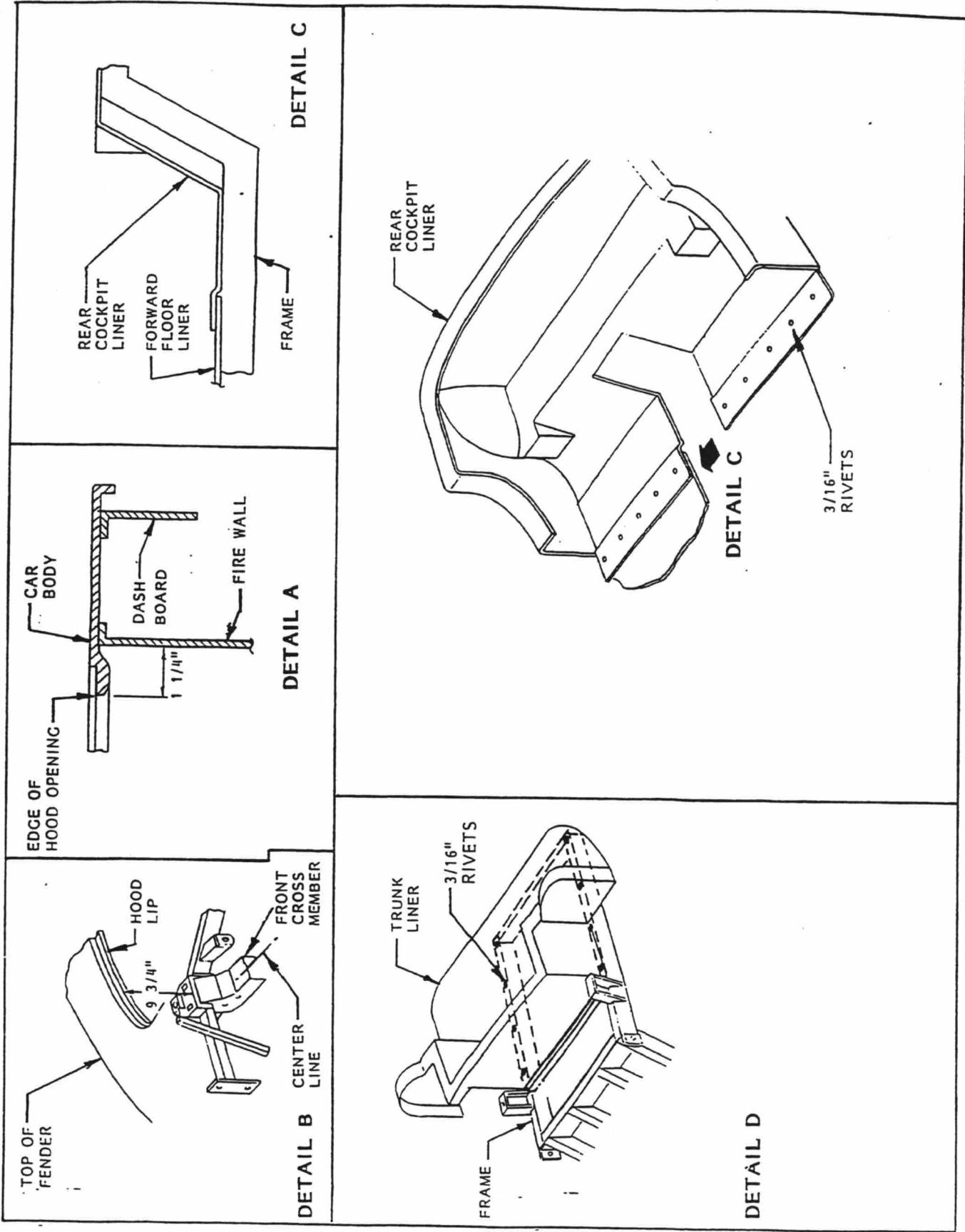


Figure 3-4
3-4

SECTION B WHEEL WELL INSTALLATION

Drill 3/16" holes and attach with 3/16" steel pop rivets.

Position the rear section of the front wheel well liner and mark the flange location on the inside of the front fender. Clamp the rear into place. Place the front section between the brake vent and grille opening so that the front section and rear section overlap. Mark and trim the forward edge of the front section so that it fits flush against the inside of the body; then mark the flange locations onto the inside of the body. Clamp the front section into place. Repeat on other side. See Figure 3-5.

CHECK: Insure that the body has not moved by verifying your original measurements.

SECTION C LINERS TO BODY FIBERGLASSING

CHECK: Before fiberglassing the body to the liners make sure that

the inside of the body is touching the edges or flanges of the liner. You may have to pull the body in by using a cargo tie down, so that it fits properly. See Figure 3-7.

NOTE: Both the front wheel wells and the cockpit liners to body should be done at the same time and left undisturbed for a period of 12 hours. Refer to the warning on the use of fiberglass in Chapter I.

NOTE: After you have secured the body to remove the fiberglass it is time to remove the door opening. See Figure 3-6.

In order to remove the fiberglass in the door openings follow the same procedure as the removal of side vents.

CHECK: Before fiberglassing the body to the liners make sure that the inside of the body is touching the edges or flanges of the liner. You may have to pull the body in by using a cargo tie down, so that it fits properly. See Figure 3-7.

NOTE: For greater access, it is recommended the dash board should be removed. Do not reinstall the dash board until after the installation of the hood release cable. See Section F. You should do as much of the fiberglassing at one time as possible and let stand for a period of 12 hours.

WARNING: Always mix the resin and catalyst according to the manufacturer's directions. Do not over-catalyze.

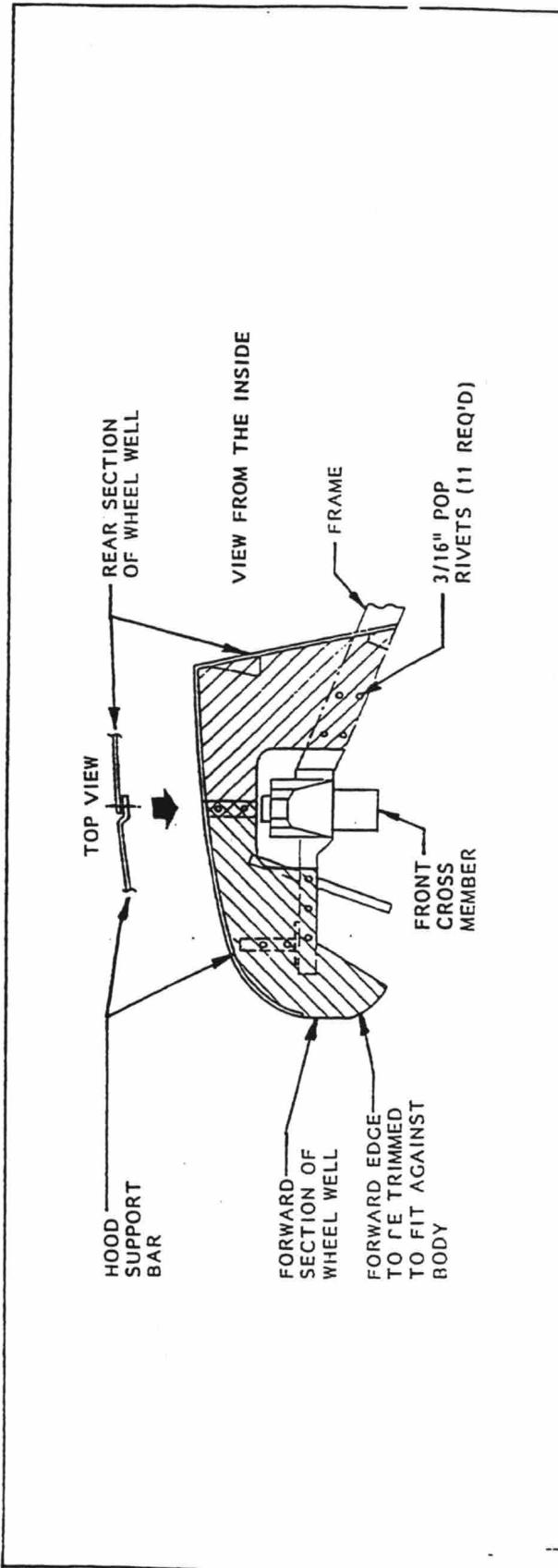


Figure 3-5

Using a coarse sandpaper, sand an area about five inches on either side of the matting surfaces. This will aid in providing a good bonding surface.

Cut the fiberglass mat into 4' x 8' strips, making sure that you cut enough strips to overlap 1" of each strip. All edges of the mat should be frayed. This can be done by pulling at the edges with your fingers till a small piece is pulled off and leaving an uneven edge.

Mix one quart of resin and catalyst and soak each strip prior to installation. You may use a paint brush to soak the fiberglass mat.

Apply each strip to the liner and inside of the body where they meet.

Repeat this procedure for all body to liners.

SECTION C

FRONT BUMPER INSTALLATION

NOTE: If you are not going to use bumpers on your Classic Cobra, skip section B.

The front and rear bumper uprights are standard on the Classic Cobra. The grille guard and the rear bumper guard are optional items and may be purchased from our parts department.

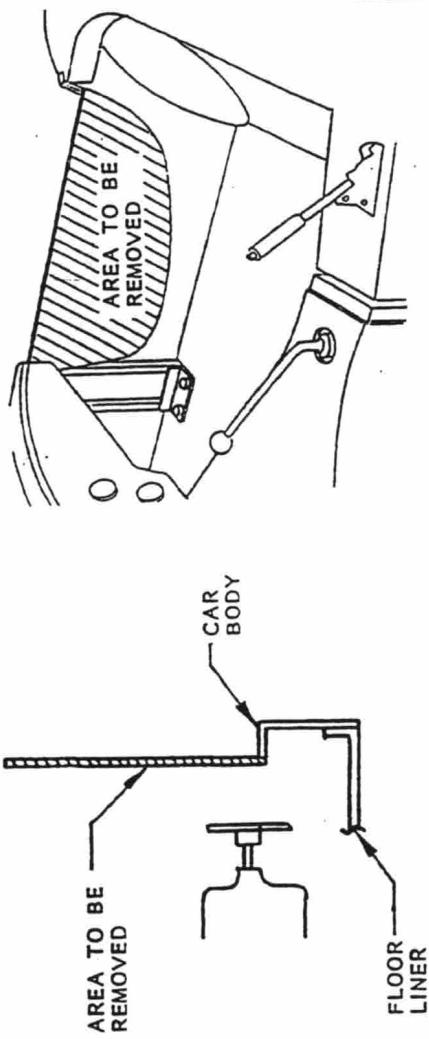


Figure 3-6

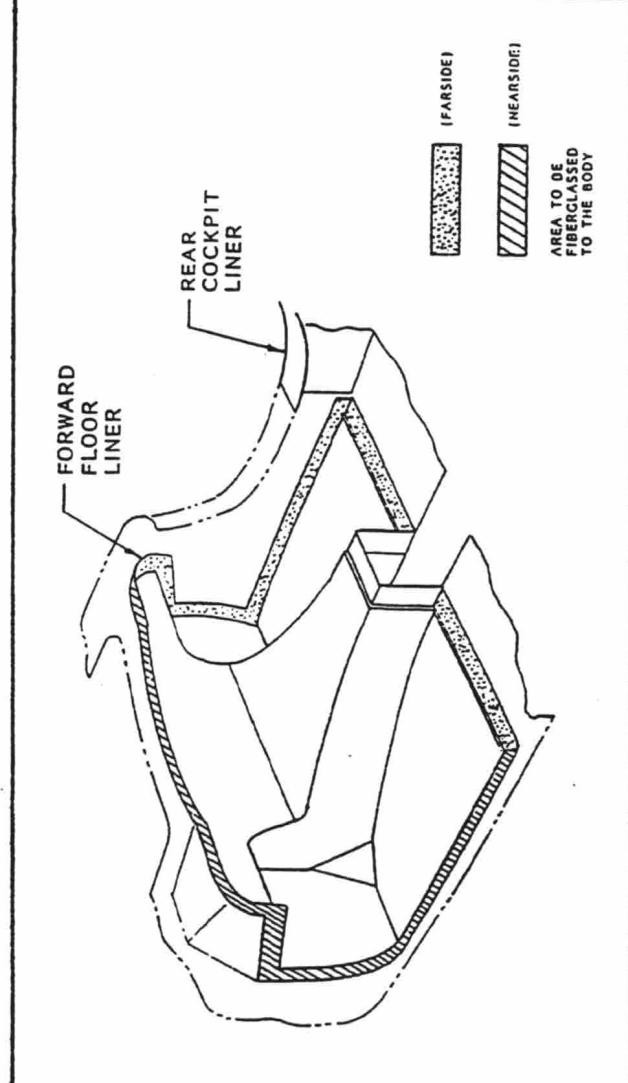


Figure 3-7

FRONT BUMPER

Draw a vertical line 2" from the brake vent openings. See Figure 3-8. Using the lower edge of the grille opening as a guide tape a level to this edge. Make sure that the level is long enough so that it extends to the area between the brake vent and the grille opening. See Figure 3-8, Detail A.

Measure up from the level, 3 1/2" along the mark you already drew. Place another mark 2 1/4" up from this mark. Drill a 1/4" pilot hole in these two marks and repeat on the other side.

Using a 1 1/4" hole saw carefully drill out the four pilot holes.

Using the tubing supplied with your kit cut the following lengths for your bumper tubes: four front bumper tubes, 7 1/8" long; two upper rear, without bumper guard, 5" long; two lower rear without bumper guards, 4 7/8" long.

If you are using the rear bumper guard cut the tubes to these lengths: two rear upper tubes, 3" long; two rear lower tubes, 2 1/2" long.

Attach the front bumper brackets to the bumper bracket mounting plates, using two 7/16 x 1 1/2" hex head bolts, four 7/16" flat washers and two 7/16" lock nuts. Repeat on the other side.

Insert the bumper tubes through the bumper holes and hold them so that they are evenly spaced in the hole. Have your assistant mark the outline of the bumper tube onto the bracket. Remove the bracket, mark the center of the outline and drill a 1/2" hole through the center of each location.

Install the two 7/16 x 8" hex head bolts so that the hex head is on the mounting plate side. Reattach the bracket to the mounting plate, using the same hardware as before. Slide the bumper tubes in location. Attach the bumper uprights to the bumper bolts with two 1/2" lock washers and two 1/2" lock nuts.

CHECK: Insure that the front bumper uprights are perpendicular to the ground and are not angled in any direction.

OPTIONAL GRILLE GUARD INSTALLATION

The grille guard has a peak along the top tube, the lower tube is straight along the center of the tube. See Figure 3-8.

Position the grille guard so that it is aligned with the grille opening, and 3/4" from the body.

NOTE: The mounting tabs for the grille guard must be adjusted to conform to the shape of the bumper upright.

Mark the mounting holes on the bumper uprights and drill a 3/6" hole through each mark. Attach by using four 1 1/4 x 5/8" hex washer head self-tapping screws.

REAR BUMPER INSTALLATION

The rear bumper for the Classic Cobra may be installed with or without the rear bumper guard.

Mark the center of the body on the trunk lip. Measure outward from the center line and draw two vertical lines 16" from the center line. See Figure 3-9.

Locate the center of the tail light mounting surface and draw a horizontal line across your vertical line. Measure down along this line 3 1/4" and 5 1/2". Drill a 1/4" pilot hole through the center of each mark.

Insert a phillips screw driver through each hole and mark center lines onto the top surface of the trunk liner and the bottom of the chassis rail.

Draw a line down the center of each fiberglass bumper bracket cover. Place the cover inside the trunk along the center lines and flush with the inside of the body; draw a line around the outside of the cover. Remove the cover and mark the inside edge of the cover flange onto the trunk floor.

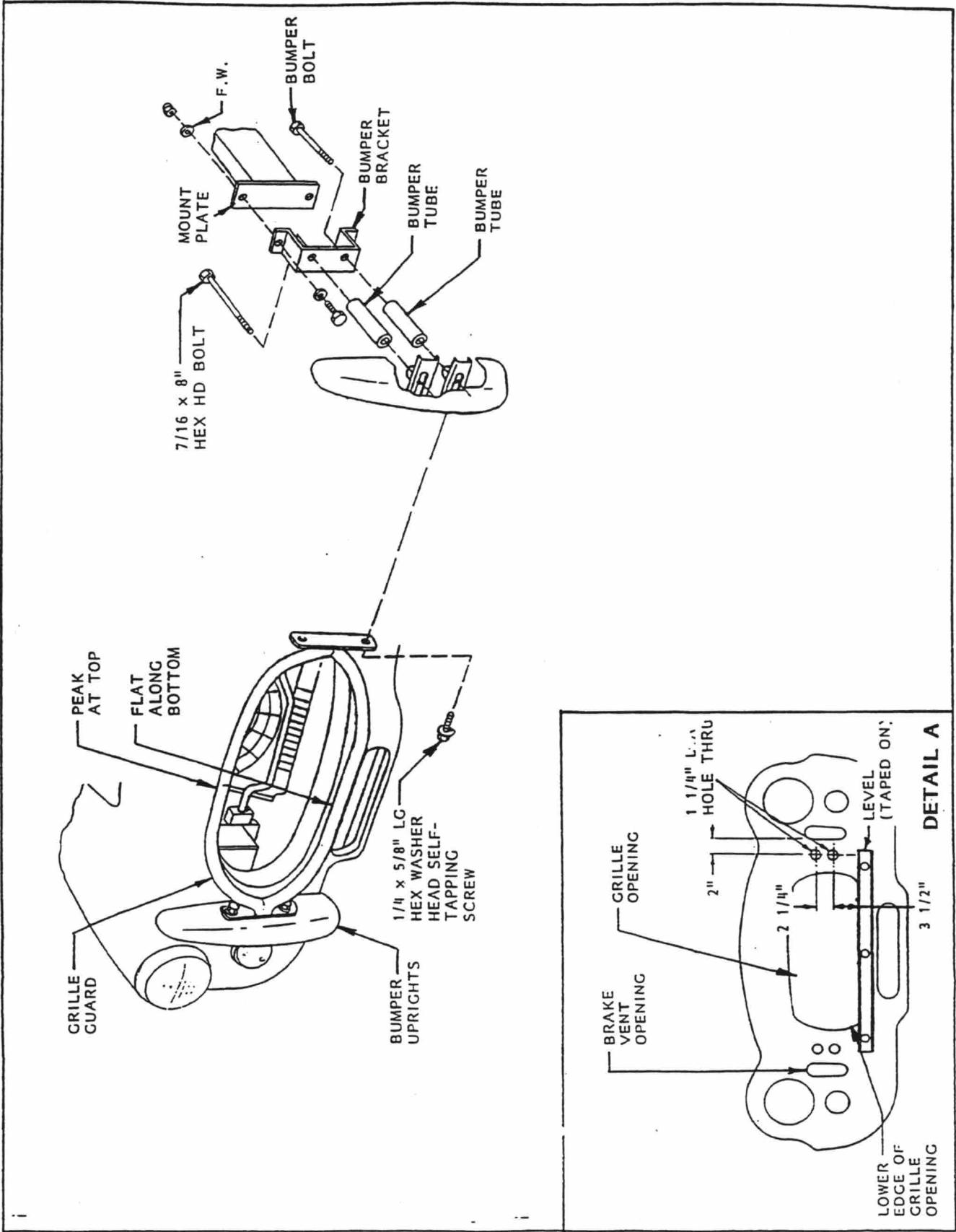


Figure 3-8

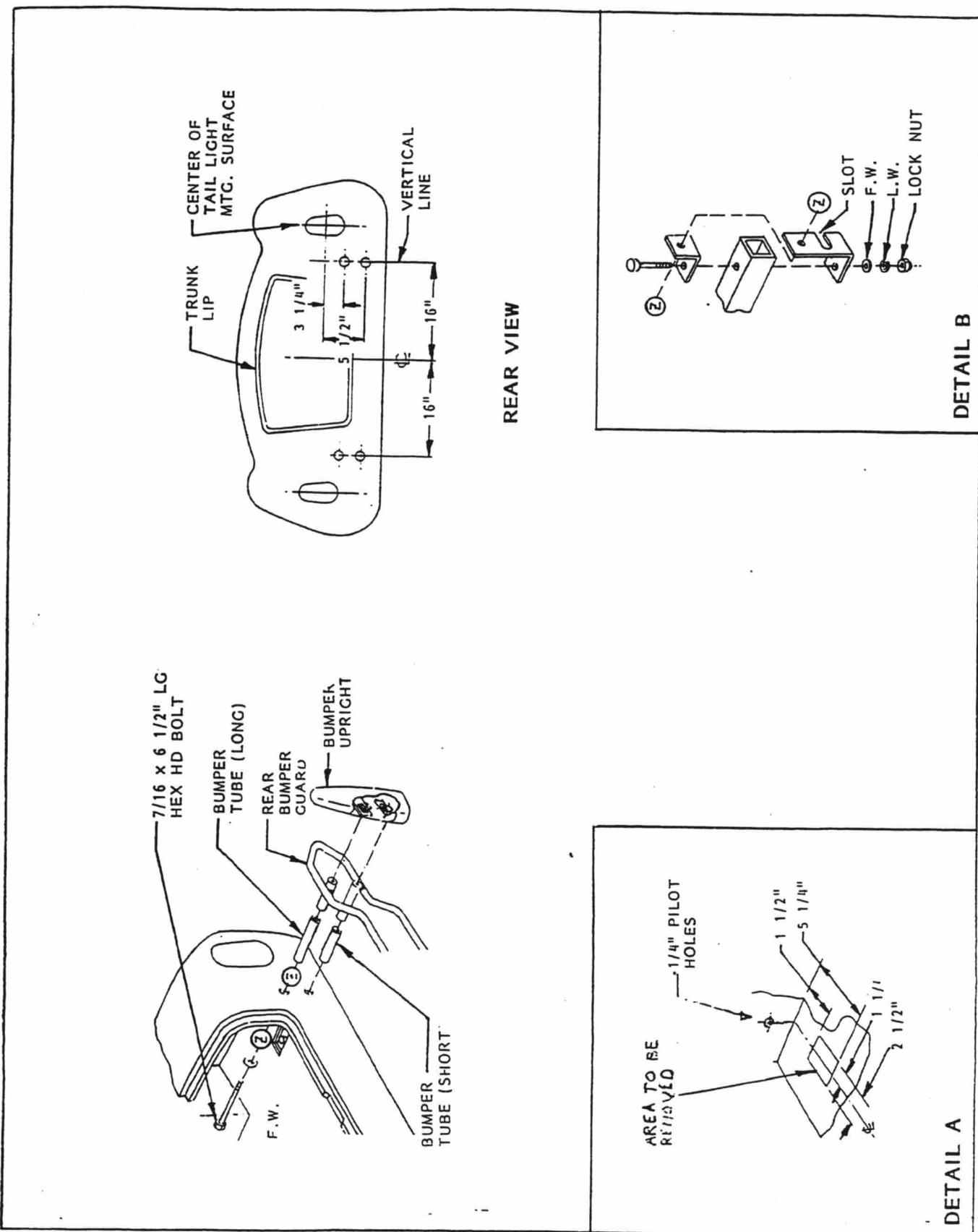


Figure 3-9
3-9

From the inside of the body measure back along the center line $1\frac{1}{2}''$ and $5\frac{1}{4}''$. Draw a line across each of these marks. From the center line measure $1\frac{1}{4}''$ to the left and $1\frac{1}{4}''$ to the right and draw two parallel lines; this gives you a $2\frac{1}{2}''$ square. See Figure 3-9, Detail A.

Use a die grinder or a drill to remove the $2\frac{1}{2}''$ squares.

Mark the center line onto the top of the frame, exposed by the square opening. Measure and mark the center of the frame tube along this line on the top and the bottom of the tube.

Drill a pilot hole through each mark on the top and bottom of the frame and enlarge to $1\frac{1}{2}''$.

Attach the upper and lower bumper brackets into place, using two $1\frac{1}{2}'' \times 5\frac{1}{2}''$ hex head bolts, four $1\frac{1}{2}''$ flat washers and two $1\frac{1}{2}''$ lock nuts.

Enlarge the $1\frac{1}{4}''$ holes in the body to $1\frac{1}{4}''$, by using a $1\frac{1}{4}''$ hole saw.
Slide the two $7/16 \times 6\frac{1}{2}''$ long hex head bolts through the bumper brackets and the bumper tube openings.

NOTE: The lower bumper bolt requires two $1\frac{1}{2}''$ flat washers in order to sandwich the bumper bracket slot. See Figure 3-9, Detail B.

Use a die grinder or a drill to

BUMPER BOLT COVERS

Place the covers so that they touch the inside of the trunk. Drill six $3/16''$ holes evenly spaced on the three flanges.

Place a bead of urethane along the bottom of the flanges and install, using six $3/16''$ steel pop rivets, then finish by putting a bead of urethane where the bracket meets the back of the trunk.

SECTION D

WINDSHIELD ASSEMBLY

On the bottom section of the windshield there are two circular openings on the slot for the rubber seal. Before installing the windshield

lubricate the slot on the lower windshield frame, as well as the rubber seal.

Insert the flange on the seal into the circular openings and pull the seal through the slot. See Figure 3-10, Detail A.

Attach the left and right windshield support, using the hardware provided. See Figure 3-10.

NOTE: Do not tighten the screws until all four have been started.

NOTE: The Classic Cobra has been manufactured with recessed areas to simplify windshield installation.

NOTE: Do not remove the groove for the windshield seal.

Using a rectangular file enlarge the slots so that the windshield posts slide easily into position.

Slide the windshield into place until the seal is flat on the body.

Lightly clamp the windshield posts to the plates provided on the steering column support.

Drill a 9/64" hole through the hole on each surround plate and attach the plates to the body, using a #8 x 5/8" round head phillips self-tapping screw.

Measure from the top rear edge of the door opening to the center of the top windshield post screw. Adjust the windshield back until the measurement is 26", on each side. See Figure 3-10, Detail C.

Now tighten the steering column clamps on the support plates.

Drill four $3/4"$ holes through the windshield posts and the windshield mounting plates on the steering column supports.

Remove the windshield. Place the surround plates for the windshield posts over the windshield post slots, with the screw hole to the outside edge of the slot. Mark the location of the groove for the windshield seal onto the groove for one windshield seal onto the surround plates. Using a fine tooth hacksaw blade, remove the marked area from the windshield post surround plate.

Slide the surround plates onto the windshield posts. Place windshield back into position and fasten the posts to the steering column supports, using four $3/8$ x $1\frac{1}{2}$ " hex head bolts, eight $3/8$ " flat washers and four $3/8$ " locknuts.

CHECK: Insure that the windshield is properly positioned by repeating your original measurements.

Seal around the windshield posts under the body, using urethane sealant.

Drill a 9/64" hole through the hole on each surround plate and attach the plates to the body, using a #8 x 5/8" round head phillips self-sealing screw.

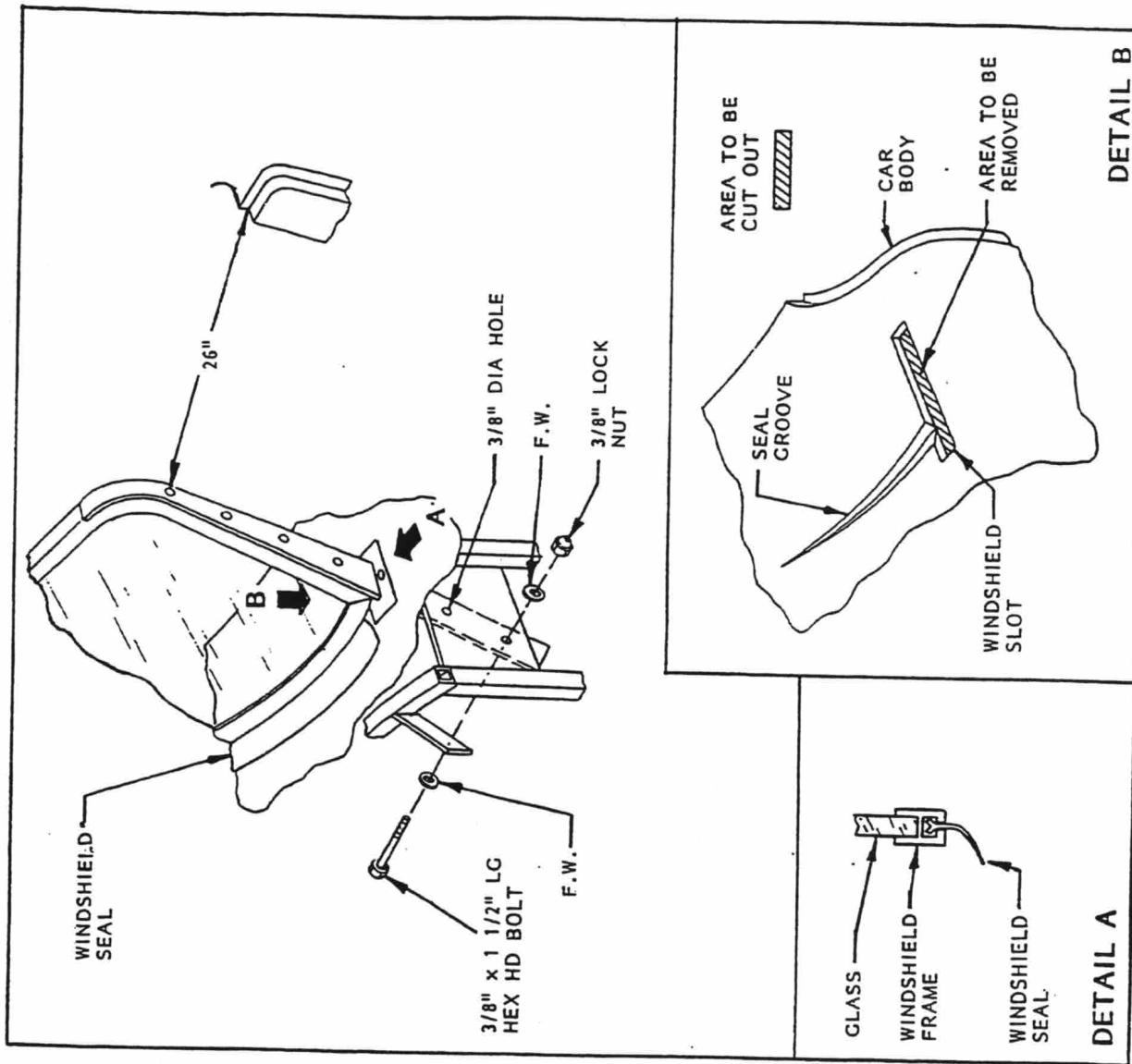


Figure 3-10

三-11

SECTION E

WINDSHIELD WIPER INSTALLATION

The windshield wiper system used on the Classic Cobra is from a 1969 or newer MGB.

You will not need to use the MGB wiper switch, since the Classic Cobra uses the GM column mounted wiper switch.

NOTE: The MGB windshield wiper assembly consists of the following items: 1 windshield wiper motor with a park switch on it, 1 windshield wiper cable, 3 wheel boxes, 4 sections of windshield wiper cable tubing, 1 windshield wiper motor clamp and 1 windshield wiper motor pad. You will eliminate 1 wheel box section later.

WHEEL BOX INSTALLATION

Disassemble and remove the wheel boxes from the sections of tubing that attach them to the wiper motor assembly by removing the two nuts that clamp the boxes to the tubing. Remove the retaining nut bezel, rubber gasket and rubber bushing from the wheel box. Remove $1\frac{1}{4}$ " from the straight end of the rubber bushing and reinstall it on the wheel box assembly. Measure and mark the center of the windshield on the rubber seal. Place two additional marks on either side, 7" from the center. Measure $1\frac{1}{4}$ " from the forward edge of the rubber seal for the wheel box location. See Figure 3-11.

with a drill bit or die grinder. Place the wheel boxes into position from the inside of the body and install, as shown in Figure 3-11. **Detail A.**

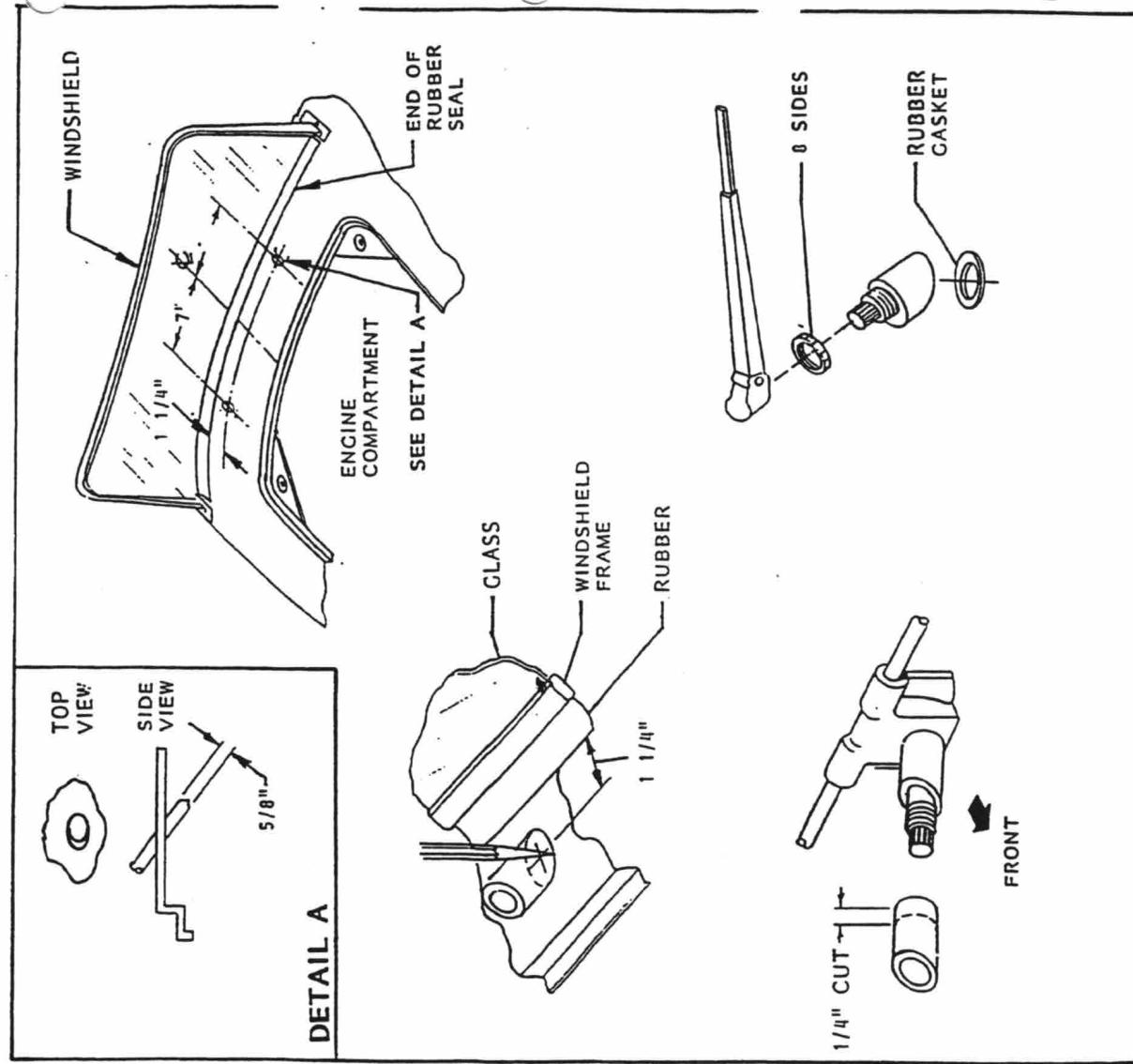


Figure 3-11.

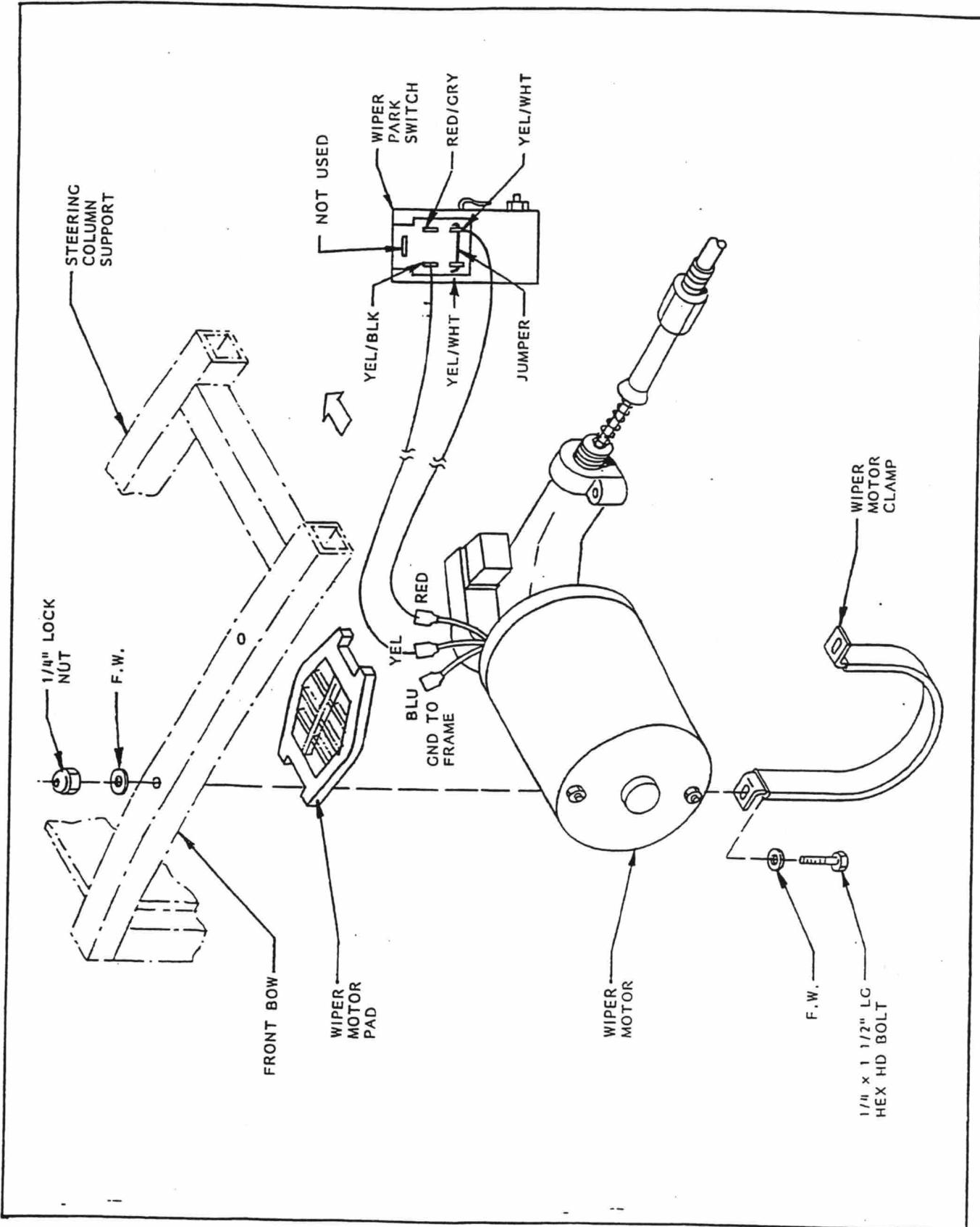


Figure 3-12
3-13

WIPER MOTOR INSTALLATION

Place the wiper motor, as shown in Figure 3-12 and mark the hole locations for the wiper motor clamp that clamps around the wiper motor body. Drill two 1/4" holes through the steering column support tube. Attach the wiper motor clamp to the forward tube, using two 1/4" x 1 1/2" hex head bolts, two 1/4" flat washers and two 1/4" lock nuts.

Using 5/16" steel tubing cut and flare three sections of tubing to join the motor and wheel boxes.

NOTE: Route the tubing above the bows on the steering column support, so that the windshield wiper cable does not bind. Remove any excess cable that extends from the third section. The third section need only be flared where it connects to the wheel box.

Reattach the clamp plates and nuts that secure the tubing to the wheel boxes.

WIPER MOTOR WIRING

Attached to the wiper motor is a plastic switch. This controls the park function of the wiper motor. On one side of the switch there are three wires; a red wire for low speed, a yellow one for high speed and a blue wire for ground.

Disconnect the blue wire from the park switch. Connect the blue wire to the black (ground) wire from the harness.

WARNING: If the black wire is connected to the switch it will cause the switch to short out internally.

Using a female bayonet connector, connect a yellow/black (high speed) wire to the other side of the switch wire to the same pin as the yellow wire.

Cut a short section from the original yellow/white wire and insert it, along with the original yellow/white wire, into a female bayonet connector. Install an additional female bayonet connector to the loose end of the yellow/white short wire. See Figure 3-12.

Attach the original yellow/white wire to the pin on the other side of the switch that has the red wire connect to it. Connect the short section of the yellow/white wire to the pin under the yellow/white wire.

NOTE: There is one unused pin on the harness side of the switch. Do not connect any wires to this pin.

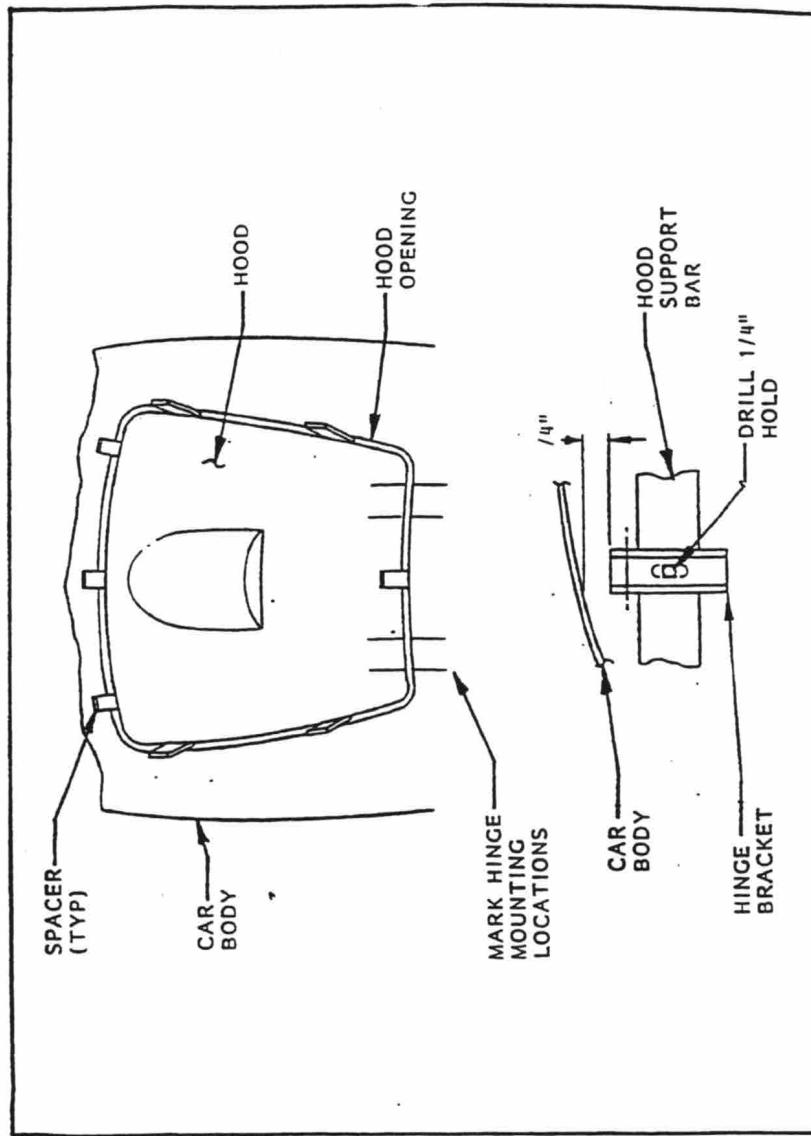


Figure 3-13

SECTION F

HOOD HINGE INSTALLATION

Molded on the inner hood there are two mounting surfaces for the hood hinges. Mark these two locations onto the outer skin of the hood by using a grease pencil. Place the hood onto the hood opening. Using spacers made from paint sticks, evenly space the hood in the opening. Mark the hinge mounting location onto the body. See Figure 3-13. After you mark the body remove the hood.

Assemble the hood hinges and hinge brackets using two $3/8 \times 1 \frac{3}{4}$ " hex head bolts, four flat washers and two $3/8$ " locknuts. Tighten the lock nut so that the hinge arm swings freely and the nut is locked.

Lightly clamp the hood hinges to the hood support bar. Adjust the hood hinges so that each hinge is between the marks on the body and the hinge bracket no closer than $1\frac{1}{4}$ " from the inside of the body.

Drill a $1\frac{1}{4}$ " hole through the hinge bracket and the center of the hood support bar.

NOTE: It may be necessary to remove the radiator during this step.

Remove the hinge bracket and drill interlocking $1\frac{1}{4}$ " hole above and below your original hole to form

a slot. File the sides flat so that the hinge bracket will be adjustable.

Attach the hinge bracket to the hood support bar, using two $1\frac{1}{4}$ " x $1\frac{1}{2}$ " hex head bolts, four $1\frac{1}{4}$ " flat washers and two $1\frac{1}{4}$ " lock nuts. Adjust the hinge bracket so that it is no closer than $1\frac{1}{4}$ " from the inside of the body.

Place the hood back into position, using the spacers as before.

NOTE: During the next procedure have an assistant hold the hood to prevent it from moving.

From under the car, place the hinge against its mounting surface.

Mark the outline and the slots of the hinge plate onto the surface. Remove the hood and place upside down on a padded surface.

WARNING: When drilling or tapping holes on the inside of the hood, you must be careful to prevent going through the outside of the hood. Tape around the drill bit to prevent it from going through. Allow the drill bit and the tap to go in only $3/4$ ".

Mark the center of each slot; then drill a $1/8$ " pilot hole; enlarge by using a $7/32$ " drill bit. Using a $1/4-20$ " tap run the tap through each hole.

WARNING: The tap must be lubricated to prevent it from braking. Run the tap in slowly, back it out occasionally to clean out the shavings.

Remove the hinge arms from the hinge brackets and attach the hinge arms to the hood, using four $1\frac{1}{4}$ " x 1 " hex head bolts, four flat washers and 4 lockwashers.

HOOD SCOOP

Prior to the mounting of the hood, the hood scoop opening must be cut out.

WARNING: To prevent damage to the finished surface of the hood, mask off the area directly in front of the hood scoop and along the upper edges of the scoop.

Mark the area of the scoop to be opened. The lower edge of the scoop opening will be flush with the hood. The upper edge of the hood scoop opening is $1\frac{1}{4}$ " along the top and sides. This will be done using a key hole saw.

Drill a hole near the corner of the scoop opening that is larger than the key hole saw blade. Cut along the line for the scoop opening. Refer to Figure 3-14.

Once the opening has been removed, finish the rough edges, as shown in Detail A, by using a flat file or a block or wood with sandpaper.

HOOD MOUNT

Place the hood back in position, then reinstall hinge arms to the hinge brackets. See Figure 3-15.

If your hood is out of adjustment, first check the hinge pivot points to ensure they are both in the same spot relative to the body. If they are not, determine which one is out.

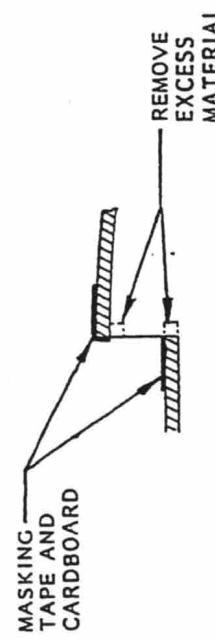
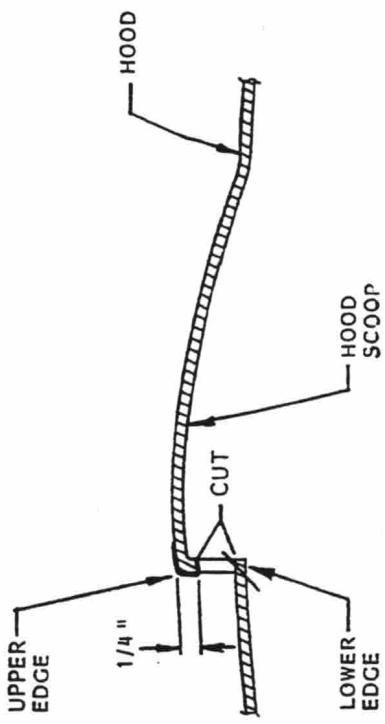
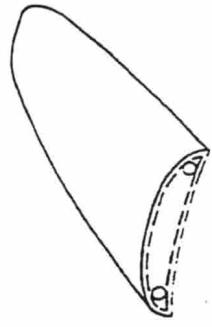
EXAMPLE: The left hinge point is lower than the right and because it is lower, the hood is lower on the left. If this is the case, the hinge point should be raised until the hood is even.

EXAMPLE: Both your hinge points are located correctly, but the hood is cocked to the right side. Loosen the right side hood bolts and then slide the hood towards the left until both sides are evenly spaced; then tighten the bolts.

CHECK: Always make small adjustments to the hood. Once you have made an adjustment close the hood and check to see what effect the adjustment has made.

WARNING: An improper adjustment may cause the hood to contact the

body. Care should be taken while opening and closing the hood to prevent damage to both the hood and the body.



DETAIL A

HOOD LATCH INSTALLATION

If you have mounted the expansion tank on the fire wall, where the hood latch box is normally installed, you will need an alternate means to keep the hood closed.

One method is to use hood lock pins in place of the hood bumper in the corner mounts. This method is not recommended because it allows the hood to rattle and chafe against the body.

Another method is to use the optional original style hood handle and latches.

Measure and mark the center line of the hood along the rear edge of the hood and the body at the hood opening from the center line mark. Measure 8" over to each side and draw a line along the hood and the body, parallel to the centerline of the hood.

Measure along this line 2 3/8" from the rear edge of the hood and mark. Drill an 1/8" pilot hole straight through the inner and outer skin of the hood.

NOTE: The pilot hole should exit the inner liner ridge roughly centered. If not, drill a new pilot hole in center of the ridge in line with the original hole.

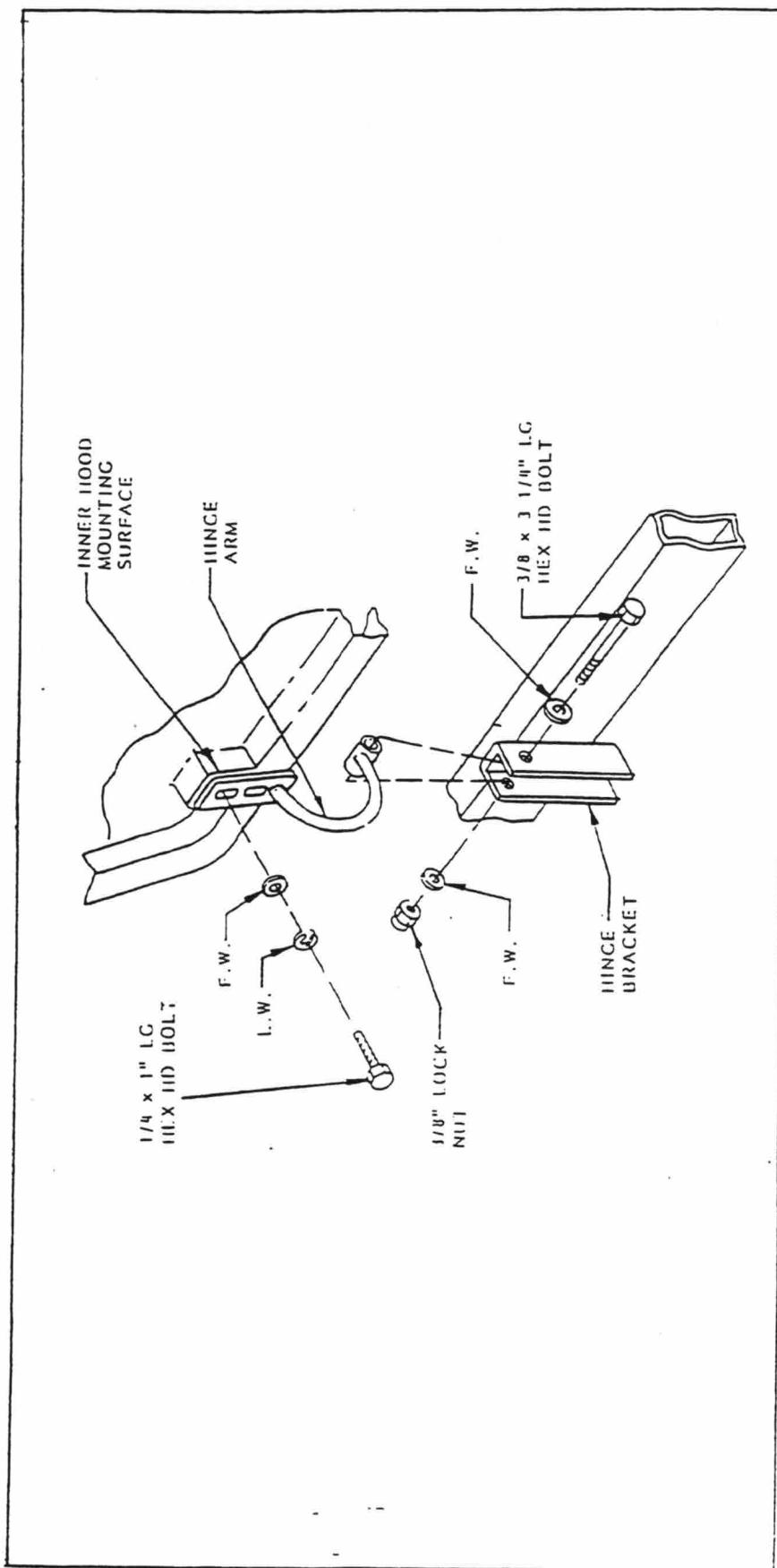


Figure 3-15

3-17 (B-B)

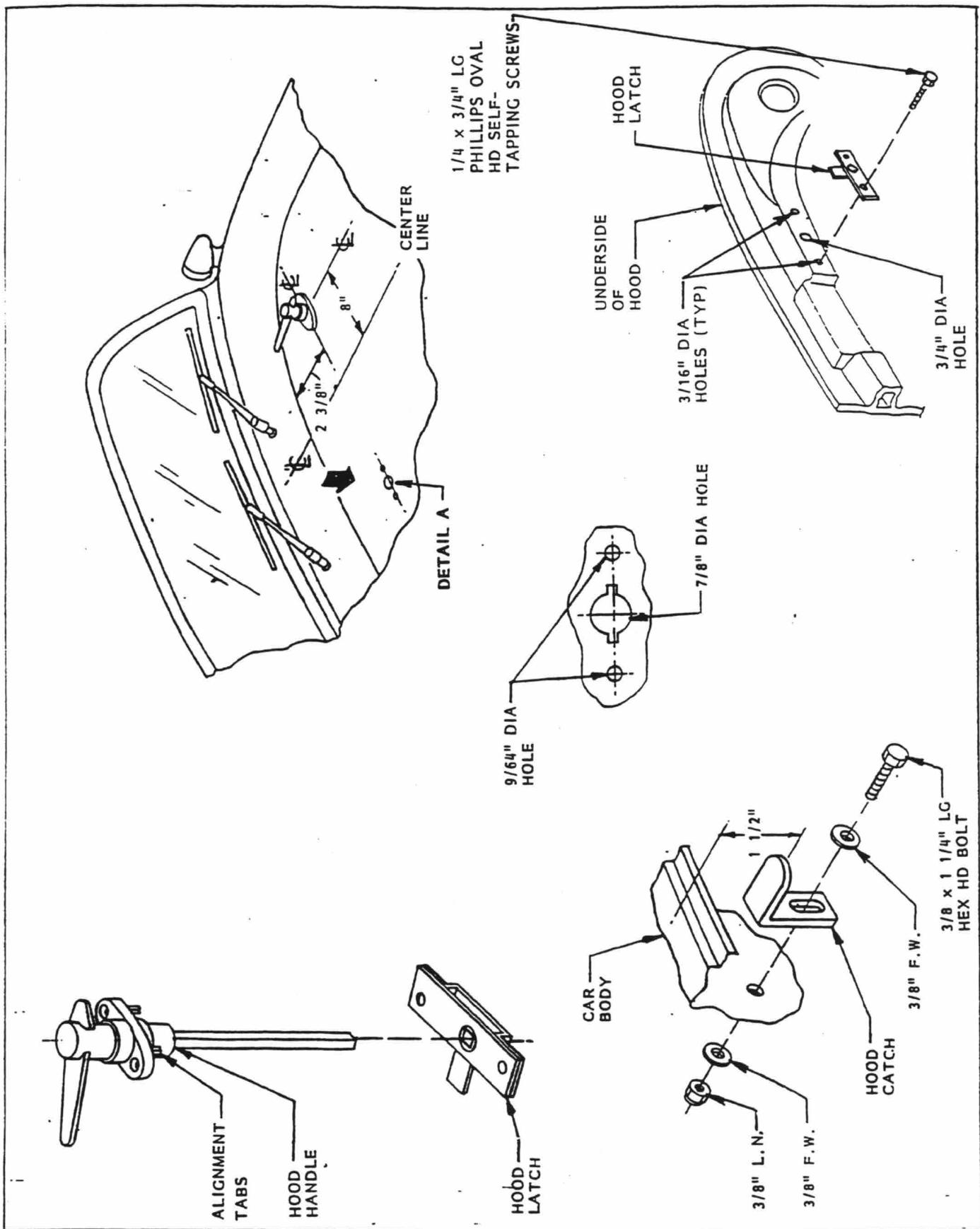


Figure 3-16
3-18 (B-B)

Enlarge each pilot hole using a 1/4" drill bit. Using a 7/8" hole saw drill through the outer skin of the hood only. With a 3/4" hole saw drill through the ridge of inner liner.

Locate the corner mounts on the sides of the hood opening. Drill a 5/16" hole in the center. Install and adjust the hood bumpers, using four 5/16 x 1 1/4" fender washers. See Figure 3-19.

WARNING: To prevent damage to the hood, adjust the hood bumpers to their lowest position and adjust upwards until the hood is flush with the body.

On the underside of the hood handle bezel are two locator tabs. You may remove these with a hack saw, or file the opening in outer hood. To allow the hood latch bezels to sit flush against the hood.

WARNING: Only remove enough material to allow bezel to sit flush. If you remove too much material too much material, the area the screws attach to will be weakened.

Position the hood handle into place and slide the latch onto the square shaft of the handle until it rests against the ridge of the inner hood.

NOTE: The long end of the hood handle should always point to the rear when the hood is latched. When the hood handle is in the unlatched position the long end of

the handle points to the center line of the hood. The hood handle bezels point side to side.

Mark the screw hole locations of the latch and the hood handle onto the hood. Drill a 9/64" pilot through the screw hole locations for the hood handles. Drill a 3/16" hole through the marks for the hood latches on the inner liner of the hood.

Attach the hood handles to the hood, using four #10 x 5/8" phillips oval head self-tapping screws. Install the latches into place, using four 1/4 x 3/4" phillips oval head self-tapping screws.

NOTE: The screw holes on the latch may be countersunk to allow the screw head to be flush against the latch.

Once the latches and handles are securely fastened to the hood, cut off the excess shaft from the hood handle.

Measure from the surface of the hood to the top of the hood latch tab. The measurement will be roughly 1 1/2 inches.

At line on the body, measure down the fire wall and place line parallel to the curved surface of the body at 1 1/2 inches.

Drill a 3/8" hole through one side of the hood catch angle. If you wish to make the catch adjustable,

drill a series of interlocking 3/8" holes above and below your original hole to form a slot. File the sides flat, so that the catch will be adjustable.

Position the hood catch on the fire wall with the underside of the catch tab on the 1 1/2" line. Mark the hole (or slot) location onto the fire wall and drill a 3/8" hole through the center of each mark.

WARNING: Before drilling, make sure you won't damage any components on the opposite side of the fire wall.

Secure the hood catches into position using two 3/8 x 1 1/4" hex head bolts, four 3/8" washers and two 3/8" lock nuts.

Before testing the operation of the hood latch, measure from the face of the fire wall to the end of the catch tab. If this measurement is greater than 2 1/4" remove the catch and cut off the excess.

CHECK: Test the operation of the hood catch. Ensure that hood doesn't move and the skin of the hood is flush with the body. Check that both handles have the long part of the handle pointing to the rear.

DASHBOARD REINSTALLATION

SECTION G TRUNK LATCH INSTALLATION

Place the dashboard back into position using the original mounting hardware.

SPEEDOMETER CABLE INSTALLATION

The Classic Cobra uses the same length speedometer cable as the Ford Mustang II.

Attach the cable to the transmission and route the cable alongside the brake and fuel lines, until it reaches the forward wall of the driver's foot well.

Mark the location of the speedometer on the body above the dash. Transfer this mark to the hood opening. Measure from the underside of the body to the center of the speedometer; then transfer this measurement to the fire wall.

NOTE: It may be necessary to trim the mounting flange of the hood latch box.

Measure the speedometer cable grommet and drill a hole this size through your mark. Insert the speedometer cable into the hole. Install the cable adapter and spacer onto the speedometer and attach the cable to the speedometer.

Attach the grommet to the fire wall. The cable should be tie-wrapped to the throttle cable to prevent it from touching the exhaust.

Duplicate this mark on the front wall of the trunk. Place the hinge bracket on the front wall and position this so that the center of each slot is $9\frac{1}{8}$ " from the center. Adjust the hinge bracket so that the center of the hinge pivot points are $3\frac{1}{4}$ " below the inside of the body. Mark the hole locations for the hinge brackets on the wall.

Cut the extra tab off of the release arm of the latch as shown in Figure 3-20.

Prior to mounting the rear deck lid the latch will be installed. After the installation of the deck lid the latch cable will be attached to it.

REAR DECK LID HINGE

NOTE: When the center of the hinge pivot point on the rear deck lid is $3\frac{1}{4}$ " below the inside of the body, the rear deck lid hinge bracket will be actually closer to the body than $3\frac{1}{4}$ of an inch.

Place the rear deck lid upside down on a clean padded surface. The inner liner of the rear deck lid has scribe marks, showing the position of the latch, latch access hole and the striker slot.

Drill the three marks for the latch bolts, using a $1\frac{1}{4}$ " drill bit. Also drill a series of interlocking holes inside the marks for the access hole, striker slot and latch arm slot. Using a round file and a flat file, finish the edges.

Place the latch into position and secure using three $1\frac{1}{4} \times 1\frac{1}{4}$ " hex head bolts and three $1\frac{1}{4}$ " flat washers.

REAR DECK LID HINGE INSTALLATION

Mark the center of the trunk opening. Measure $9\frac{1}{8}$ " to each side and place a mark.

Lower the hinge arm so that the mounting plates are even with the lip on the trunk opening.

Drill the upper inside hole and the outer lower hole. Attach the hinge bracket, using four $1\frac{1}{4} \times 1$ " hex head bolts, four $1\frac{1}{4}$ " flat washers, four $1\frac{1}{4} \times 1\frac{1}{4}$ " fender washers, and four $1\frac{1}{4}$ " lock nuts.

Position the hinge arm so that it touches the inside of the trunk opening. Mark the center of the hinge mounting surface on the body. See Figure 3-20, Detail A.

Lower the hinge arm so that the mounting plates are even with the lip on the trunk opening.

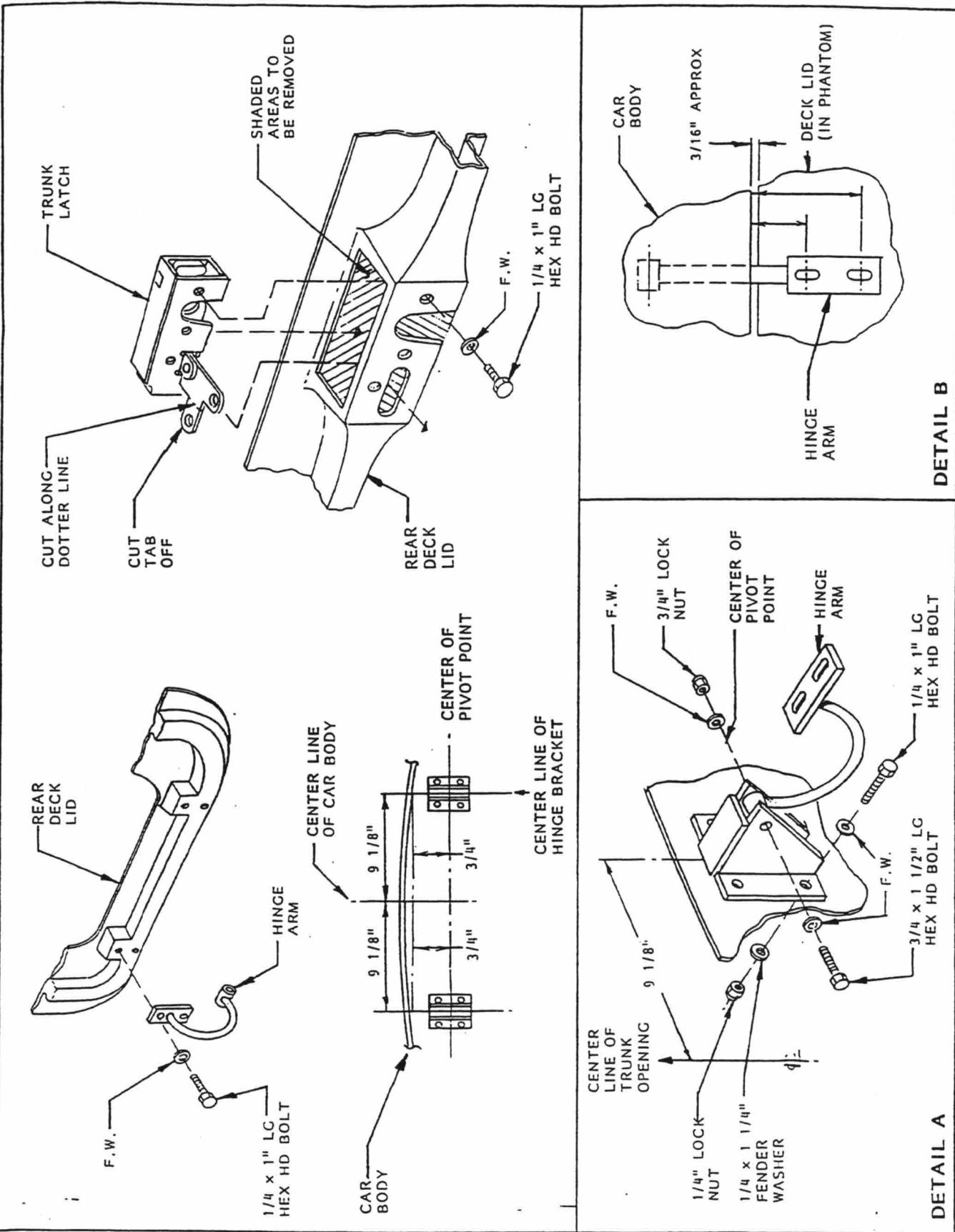


Figure 3-20

3-21

Measure the distance from the edge of the trunk opening to the center of the slots on the deck lid mounting plates.

Place your ruler 3/16" ahead of the front edge of the deck lid, mark the center of the slot onto the rear deck lid liner. See Figure 3-20, Detail B.

NOTE: Mark the front slots only.

WARNING: When drilling or tapping holes on the inside of the rear deck lid, you must be careful to prevent going through the outside. Tape around the drill bit to prevent it from going through.

Allow the drill bit and the tap to only go in 3/4".

Mark the center of each slot, then drill a 1/8" pilot hole. Enlarge it by using a 7/32" drill bit. Using a 1/4-20 tap, run the tap through each hole.

WARNING: The tap must be lubricated to prevent it from breaking. Run the tap in slowly, back it out occasionally to clean out the shavings.

Attach the deck lid using two 1/4 x 1" hex head bolts and two 1/4" flat washers. Lower the deck lid into place.

CHECK: Close the deck lid and check the fit. If the fit is correct and it opens without touching the body, skip the section on

adjustment and alignment. Drill the rest of the hinge bracket mounting holes and drill and tap the rear slots on the deck lid using the same hardware as in adjustment and alignment.

REAR DECK LID ADJUSTMENT AND ALIGNMENT

If your rear deck lid is out of adjustment, first check the hinge pivot points to ensure they are both in the same spot relative to the body. If they are not determine which one is out.

EXAMPLE: The left hinge point is lower than the right. Because it is lower the deck lid is lower on the left. If this is the case, the hinge bracket should be raised until the deck lid is even. Remove the hinge bracket and slot the mounting holes in the fiberglass. Reattach the bracket and check the fit. Once the brackets are adjusted, finish drilling and mounting, using four 1/4 x 1" hex head bolts, four 1/4" flat washers, four 1/4 x 1 1/4" lock fender washers, and four 1/4" lock nuts.

EXAMPLE: Both of your hinge points are located correctly, but the rear deck lid is cocked to the right side at the bottom. Loosen the left hinge plate, slide the left side of the deck lid forward until both sides are evenly spaced. After the deck lid has been adjusted,

finish drilling and tapping the rear slots. Attach by using two 1/4 x 1" hex head bolts and two 1/4" flat washers.

CHECK: Open the deck lid so that the hinge arm is 1" from contacting the body. Cut the jacket so that it fits into the support. Run the cable through

CHECK: Always move the deck lid very little at a time. Once you have made an adjustment, close the deck lid and check to see what effect the adjustment had on the deck lid.

WARNING: An improper adjustment may cause the rear deck lid to contact the body. Care should be taken when opening or closing the rear deck lid.

REAR LATCH RELEASE CABLE

Locate the center of the rear wall of the package shelf. From the center mark, measure 13" to the driver's side and mark. Measure down from the underside of the body 3". See Figure 3-21.

Drill a hole the size of the threaded portion of the cable housing. Drill a corresponding hole through the front wall of the trunk, using the same measurement. Remove the retaining nut and the cable from the jacket. Run the jacket through the wall of the package shelf and secure with the nut.

Pass the jacket through the trunk wall. Route the jacket along the inner liner to the latch. Secure the jacket to the inner liner using 3/16" padded line clamps.

Install the cable jacket support on the left latch mounting bolt.

Open the deck lid so that the hinge arm is 1" from contacting the body. Cut the jacket so that it fits into the support. Run the cable through

the jacket. Attach the cable to the latch with a throttle cable stop available at most auto parts stores.

CHECK: Ensure the operation of the latch release cables before proceeding.

STRIKER INSTALLATION

Snap striker pin into the deck latch, lower the deck lid and mark the center of the pin onto the trunk liner. Drill a pilot hole in the center of the mark. Open the hole using a 27/64" drill bit; then

tap the hole using a 1 1/2-13 tap. Install deck lid striker pin with a lock nut from underneath. See Figure 3-22.

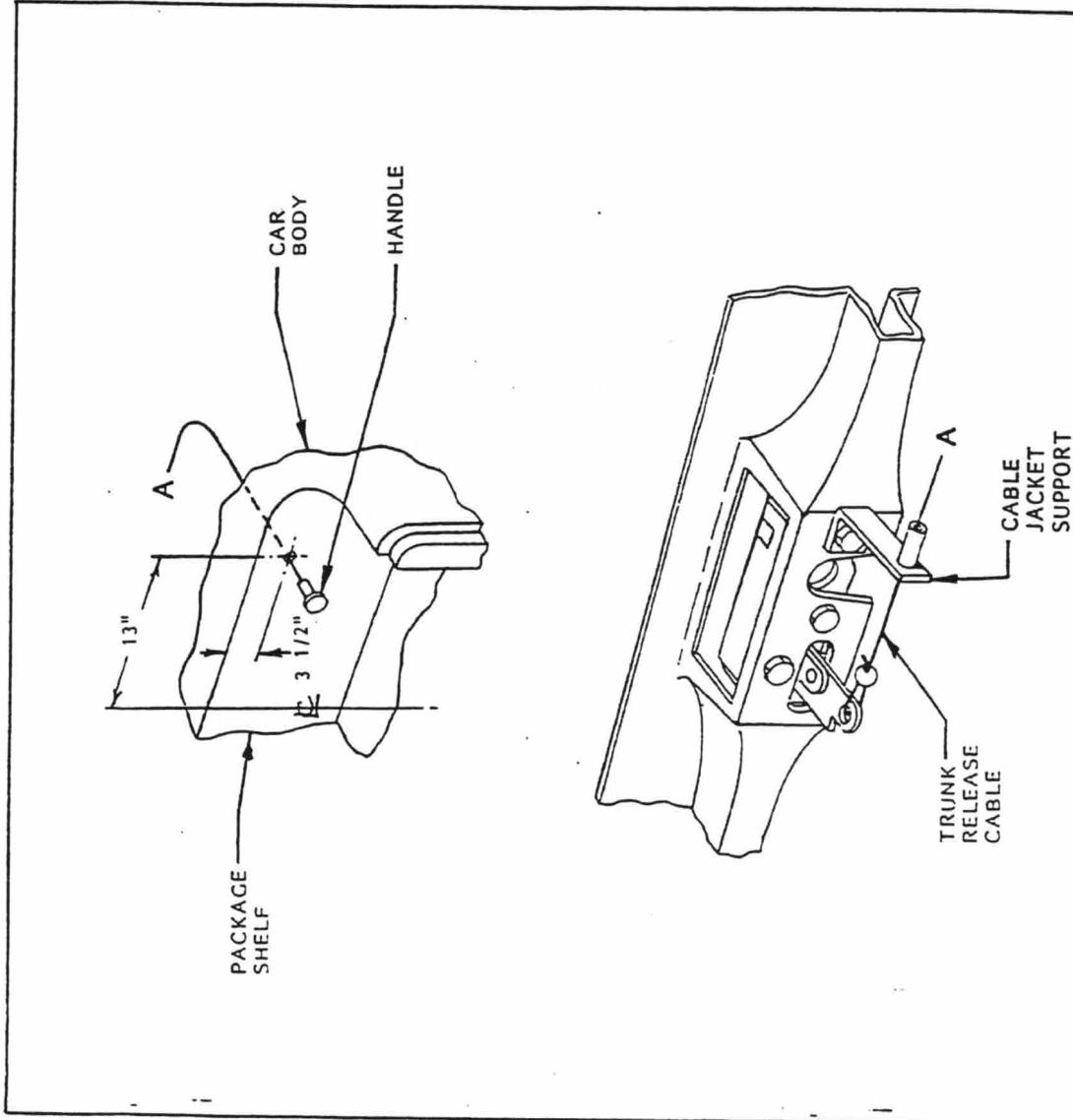


Figure 3-21

3-23

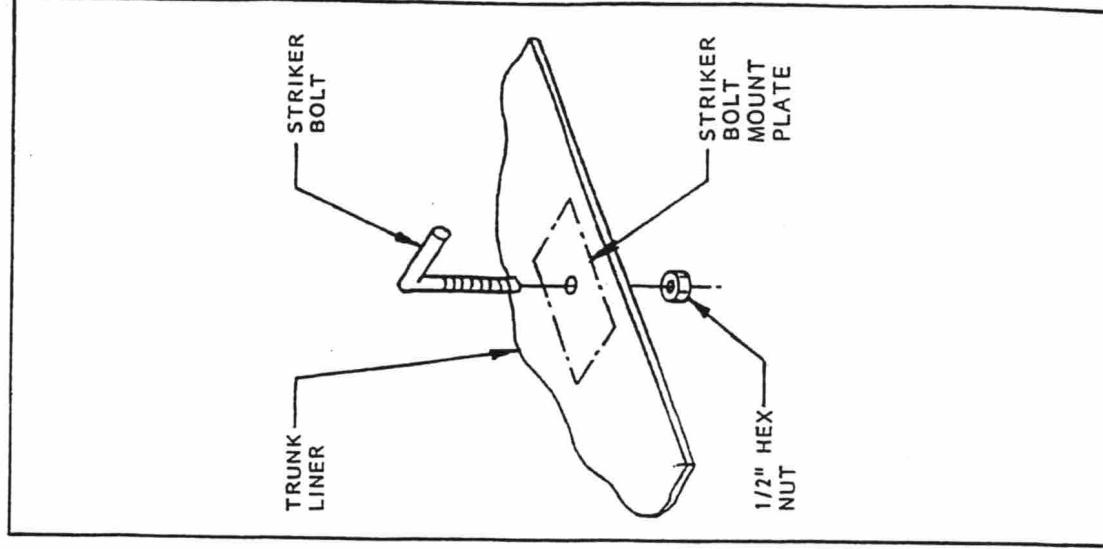


Figure 3-22

FUEL FILLER CAP

Locate center line on the surface of the body between the cockpit and the trunk opening.

Measure 13" towards the right side and mark. Measure 3 1/2" from the deck lid opening and mark location. See Figure 3-23.

Drill a 1 1/4" pilot hole through the center of the mark. Use a 2 1/4" hole saw to drill the fuel filler opening.

NOTE: To each installation of the fuel filler hose, spray W-D 40 into both ends.

Slide the hose onto the fuel filler neck on the fuel tank and secure with a hose clamp. Loosely slide a hose clamp onto the hose. Position the hose under the hole on the body and slide the fuel cap through the hole into the hose. Position the cap so that the release is to the outside of the body.

Secure the hose and the cap, using the hose clamp. Open the cap and drill the mounting holes. Attach the cap to the body using four #10-24 x 1 1/4" phillips oval head stainless steel machine screws, four #10 flat washers, four #10 lock washers and four #10-24 hex nuts.

SECTION H DOOR PREPARATION

Place door on a clean padded surface.

The door inner liner has scribe marks showing the location of the striker slot. Remove by drilling interlocking holes and finish, using a file. Install the latch, using three 1 1/4" x 1" hex head bolts and three 1 1/4" flat washers.

Using a 3 1/2" hole saw, cut an access hole for mounting the latch. See Figure 3-24.

Using a jig saw, cut a 2 1/2 x 4

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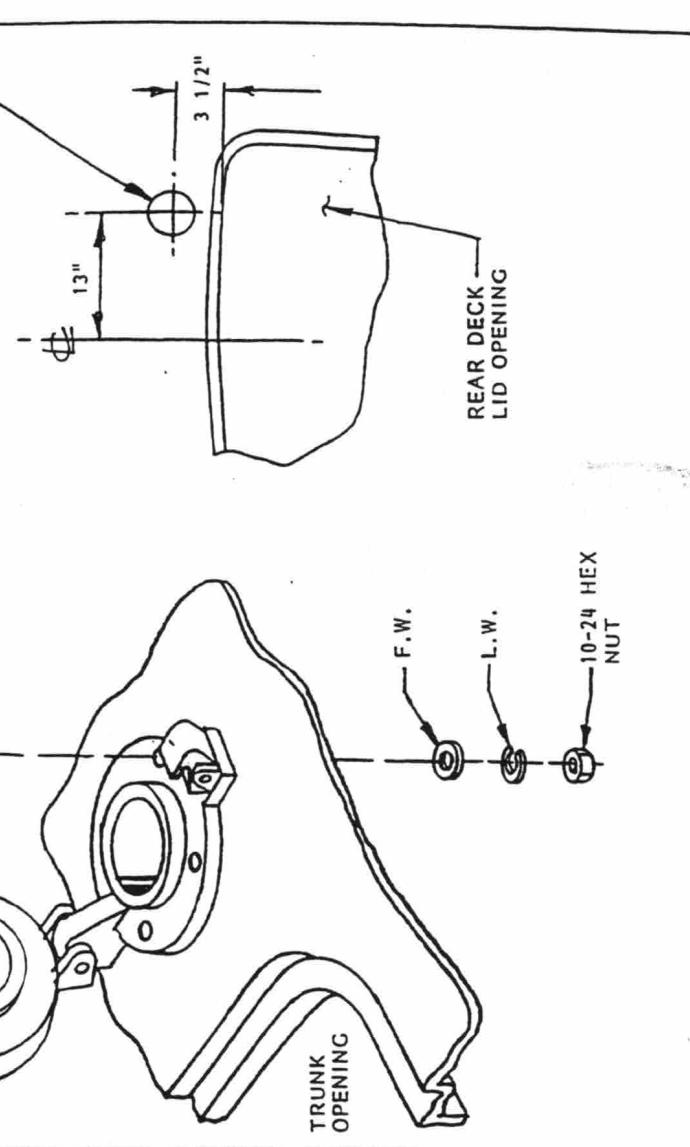


Figure 3-23

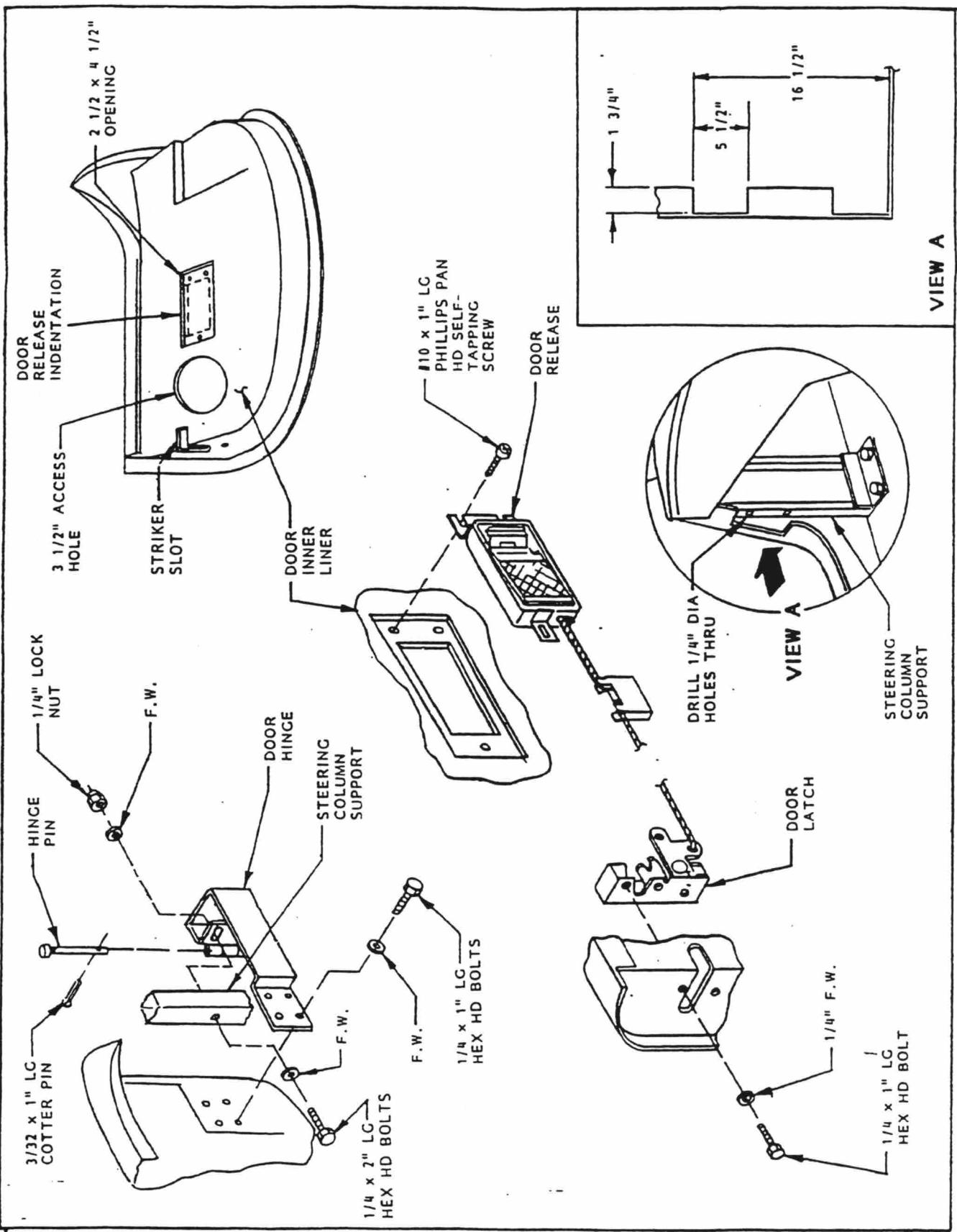


Figure 3-24
3-25

Insert the door release rod into the plastic tab on the door release mechanism. Insert the other end of the rod into the arm on the latch. Secure by using a pair of vise grips. Bend the end of the rod so that it will not come out of the latch arm. Repeat for other door.

NOTE: Flat washers may be used to shim the release mechanism so that when the door panel is installed the bezels may be installed around the release mechanism.

DOOR HINGE INSTALLATION

Measure from the floor upward 16 1/2" along the forward door jamb and mark. Place another mark 5 1/2" below this mark. From the inside edge of the door jamb draw a line 1 3/4" towards the outside. See Figure 3-24. This will be the opening for the door hinge. Repeat on other side.

After the door hinge openings have been removed, you will see the rear tube of the steering column support. The door hinges will be mounted to this tube. Measure upwards 5" from the lower door opening above this tube and place a mark. Place an additional mark on the tube below it at 4 1/2". Drill a 1/4" hole through the center of the marks on the tubes. Repeat for the other side. See Figure 3-24.

HINGE ASSEMBLY

The slots on the hinge mounting plates always face to the center of the car. Place the hinge arm onto the hinge mounting plate with the U-shape bend of the hinge arm on the same slide as the slots on the mounting plate. Insert the hinge pin down through the mounting bushings and insert a 3/32 x 1" cotter pin into the hole at the bottom of the hinge pin. Spread the arms of the cotter pin to secure into position.

NOTE: Lubricate hinge assembly before installation.

Attach the door hinges to the front face of the tube using two 1/4 x 2" hex head bolts, four 1/4" flat washers and two 1/4" lock nuts. Repeat on the other side.

NOTE: Do not tighten completely at this time.

DOOR INSTALLATION

Place the door into position on the body. Space it equally in the opening using spacers, cut from paint sticks. Tape the door so that the outer skin is flush with the body.

Slide the hinge against the relief on the inner door liner. Mark the center of the four mounting holes

onto the door liner. Remove the door and drill the four holes, using a 7/32" drill bit, then tap the holes, using a 1/4 x 20 tap. Repeat on the other door.

Install the door using four 1/4 x 1" hex head bolts, four 1/4" flat washers. Tighten the hinge mounting bolts before opening the door.

CHECK: Ensure that the door opens and closes correctly. Flat washers may be used to shim the door.

DOOR STRIKER AND ADJUSTMENT

Close the latch on the door and make sure that it clicks twice to the latched position. Tape the door closed with the door skin even with the outer skin of the body. Reach into the door and with a grease pencil mark the location of the door striker onto the door jamb. Open the door. See Figure 3-25.

Draw a cross through the center of the striker circle. Drill a 1/8" pilot hole through the center of the cross. Place the door striker post into position behind the rear door jamb with the striker support plate against the fiberglass. Mark the hole center onto the floor, remove the door post and drill two 3/8" holes through the floor and the outer frame tube underneath. Attach the door striker post, using

