

CHAPTER 4 SECTION A
FINAL ASSEMBLY

SECTION A LIGHT INSTALLATION

HEADLIGHT INSTALLATION

Remove the tie wraps from the light and horn leads that were rolled up for protection in the beginning of Chapter 2. Route the leads along the top of the front bumper support tube and clamp into position, using $3/8"$ padded line clamps and $\#10 \times 5/8"$ hex washer head self-tapping screws.

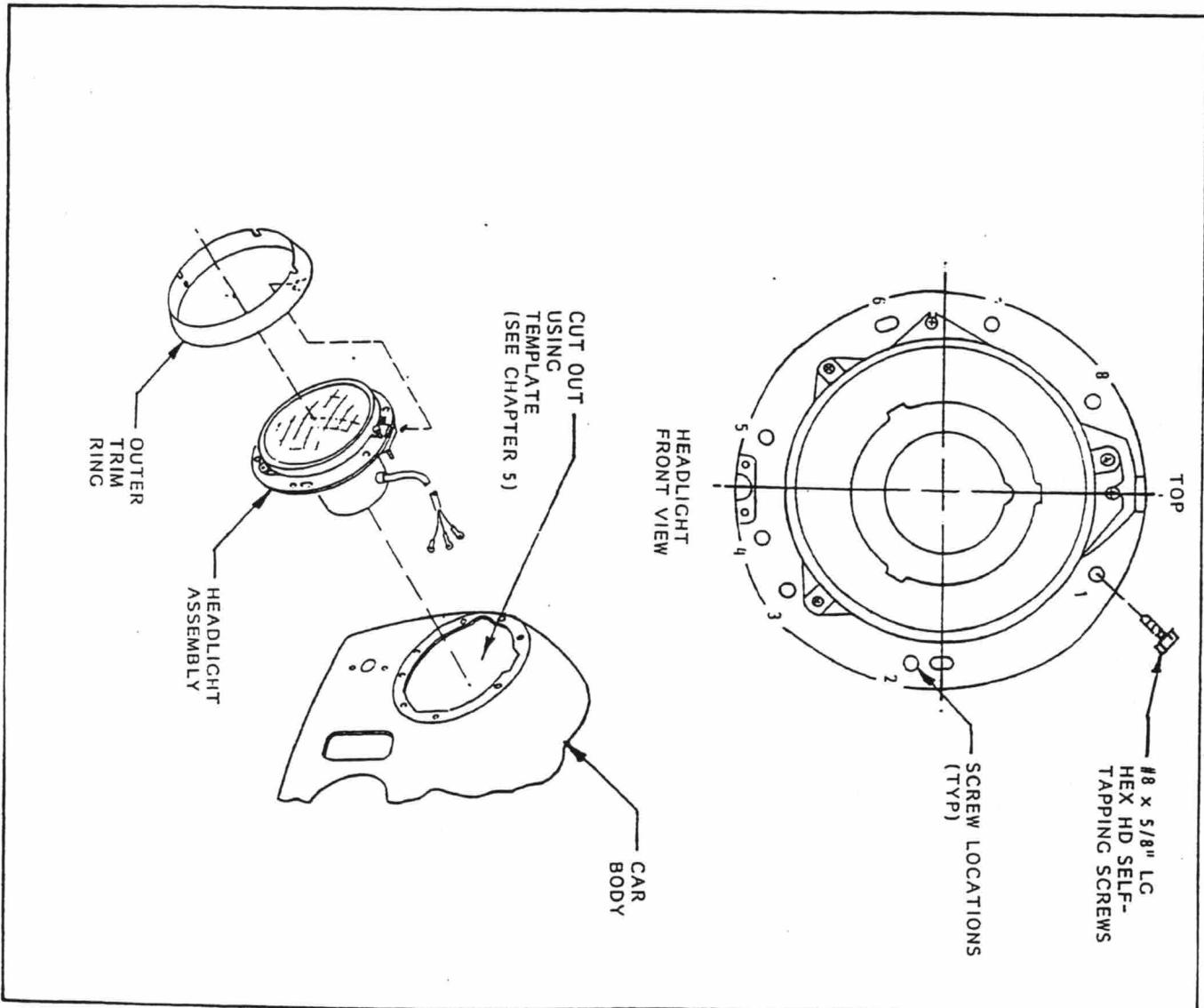
Drill a $1/2"$ hole through the forward section of the front fender liner, just behind the front bumper mount plate and level with the top of the support tube.

Route the leads through these holes and up and along the top of the bumper tube step. Clamp the lead to the forward section, using $3/8"$ padded clamps and $\#10-24 \times 1"$ phillips machine screws, $\#10$ flat washer, $\#10$ lock washer, and $\#10-24$ hex nuts.

Using the template provided in Chapter 5, Page 5-18, mark the headlight location with the outline of the area to be removed. See Figure 4-1.

CHECK: Find and mark the center of the headlight location so that the template may be centered.

The headlight opening may be removed, using a jigsaw, a drill or a die grinder. After the area has been removed, test fit the



headlight assembly into position.

Some additional trimming may be necessary to allow the headlight to be installed.

Once the headlight assembly has been fitted to the body, remove the outer trim ring and the headlight retaining ring from each assembly. Using a battery, check the function of the headlight wires and mark the function of each.

CHECK: Inspect the wires on the headlight socket. They may be installed incorrectly.

Reinstall the headlight retaining ring and place the headlight into position. Mark the eight locations for the headlight mounting screws and remove the headlight. At each of the marks drill a $9/64"$ pilot hole. Place the headlight back into position and attach it to the body, using eight #8 x $5/8"$ hex head self-tapping screws.

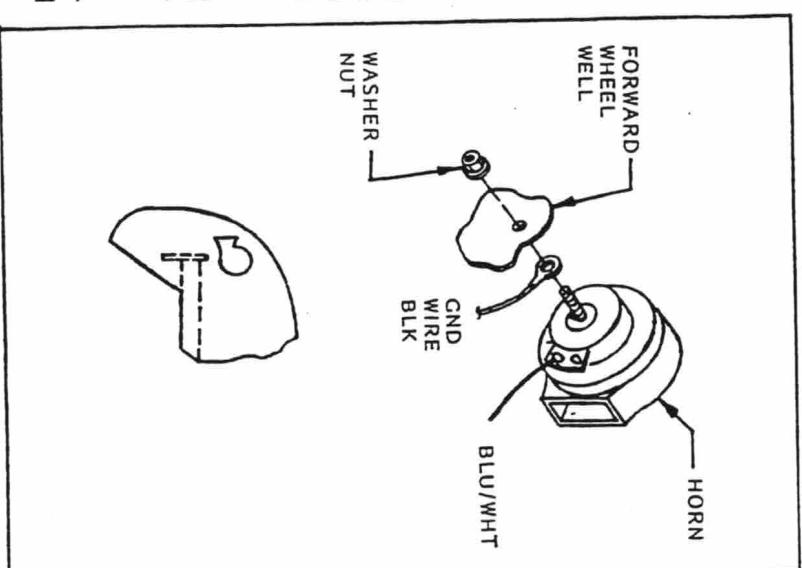
Connect the harness black ground wire to the ground wire from the headlight. The blue wire connects to the low beam and the white wire to the high beam on each light.

CHECK: Connect the battery and test the headlights and the dimmer switch.

Reinstall the outer trim ring after the headlights have been tested and adjusted.

HORN INSTALLATION

Each headlight lead contains a blue/white wire for the horn's position. Place the horn you are using so that it can be attached to the forward section of the wheel well above the brake duct opening. Mark the position of the horn mounting bolt and drill a mount hole through the mark. Attach a ground wire to the mounting bolt and bolt the horn to the forward section. Connect the blue/white wire to the horn contact. See Figure 4-2.



FRONT TURN SIGNAL INSTALLATION

Measure and mark the center of each front turn signal boss on the body. Using a $3/4"$ hole saw, drill through the center mark. See Figure 4-3.

Assemble the turn signal and twist the lens until it is locked into position. Place the assembly into position, until the tabs on the lens are straight up or down and straight left to right. Hold the rear of the assembly in position and remove the lens. Mark the locations of the two mounting holes and remove the turn signals.

Using a $5/32$ drill bit, drill the mounting holes. Attach the turn signals to the body, using four #8-32 x $3/4"$ phillips machine screws, eight #8 flat washers, four #8 lock washers and four #8-32 hex nuts.

Install a #1157NA turn signal bulb into each socket.

CHECK: Using a battery, the light wires, the turn signal, mark the function of each wire.

Connect the black (ground) wire to one of the mounting screws on each light. Connect the brown wire to the parking light (Dim) wire. The turn signal (bright) connects to the green/red on the left turn signal wire and green/black to the right.

FUEL SENDER WIRING

Tie wrap, or clamp, the fuel sender lead to the frame tube in front of the fuel tank. Connect the yellow wire to the stud on the fuel tank sender. Attach the black (ground) wire to one of the sender mounting screws.

TAIL LIGHT WIRING

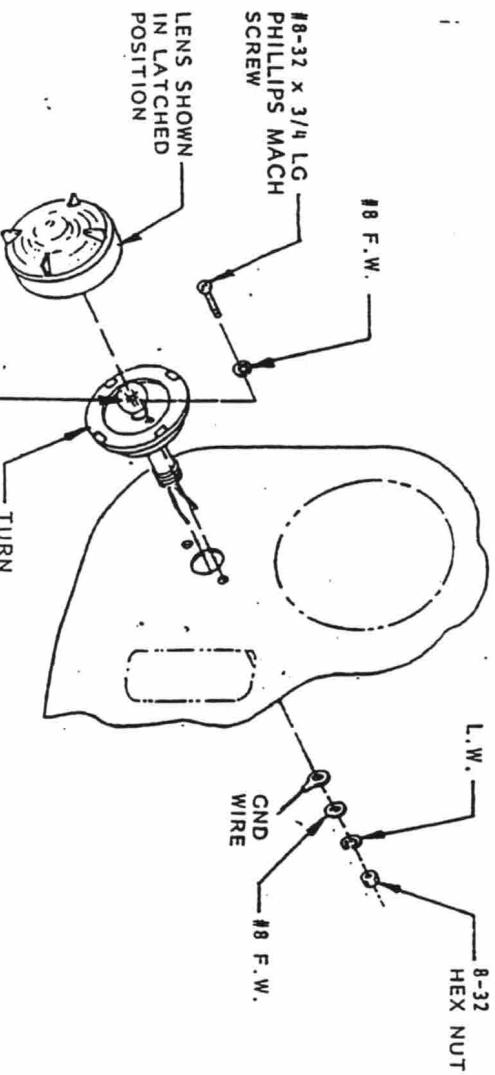


Figure 4-3

REAR WIRING ROUTING

Run the rear wiring harness along the inside of the right rear wheel well to the package shelf on the rear cockpit. Drill a hole at the back corner of the package shelf floor and the wheel well. This hole should be only large enough to allow the harness through it. See Figure 4-4.

Clamp the harness to the frame, so that it passes inside of the shock mount.

Drill two holes through the front wall of the trunk, one at the lower right hand corner and the other above it, near the body. Run the tall light lead through the lower hole, and the license light lead through the upper one.

Using a $1\frac{1}{4}$ " hole saw, drill through each location. Remove the tail light lenses from the tail light assemblies and place an assembly into each of the four holes. Position the assembly so that the key way for the lens is always at the bottom and mark the positions of the mounting holes onto the body.

Once each location has been marked, drill two $5\frac{3}{8}$ " holes for the mounting screws. Attach the

assemblies to the body, using eight #8-32 x 1" philips machine screws, sixteen #8 flat washers, eight #8 lock washers and #8-32, hex nuts.

CHECK: Using a battery, test the light assemblies and mark the function of the two wires.

Connect the black (ground) wire to one of the mounting screws on each light assembly. The brown wires connect to the running (dim) light wires. The turn signal/brake (bright) light wires connect to the orange wires on the left side and the green wires on the right side.

RECTANGULAR TAIL LIGHTS

The rectangular tail lights are mounted in the center of the tail light mounting surface.

Mark the center of each tail light surface. Draw a vertical line to the center mark. Mark the opening for the tail light onto the mounting surface. See Figure 4-5, Detail A. The tail light opening may be removed, using either a jigsaw key hole saw, a drill or a die grinder. After the area has been removed test fit the tail light into position and mark the locations of the mounting stud onto the body. Once marked, drill a 5/32" hole at each of the stud locations.

Connect the wire to the rectangular tail lights the same way as the round tail lights.

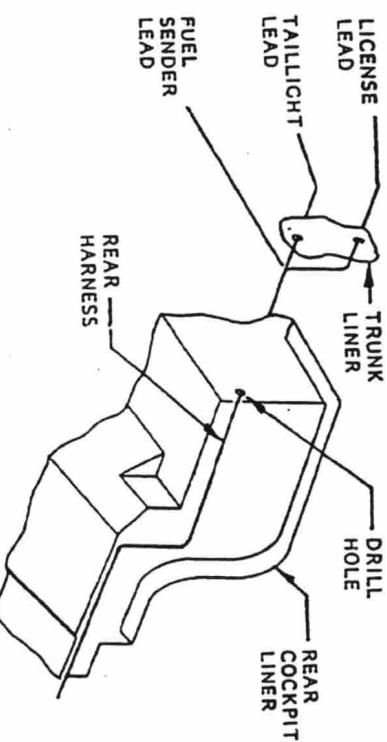
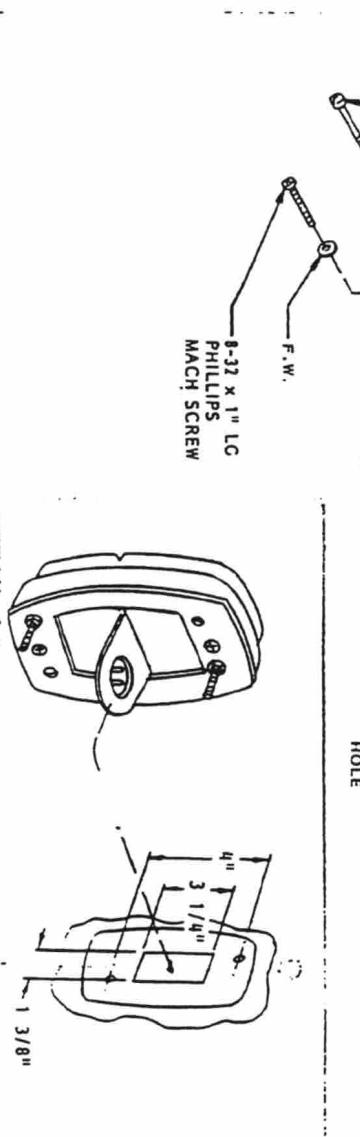


Figure 4-4



DETAIL A

LICENSE LIGHT INSTALLATION

Remove the lens assembly from the base of the light. There are two mounting studs on the base. These must be removed to mount the base to the rear deck lid. Tap them out, using a hammer and a center punch.

Place the mounting base into position on the rear deck lid and mark the locations on the mounting holes and the opening for the wires. See Figure 4-6.

Drill two $5/32"$ holes for the mounting screws and one $1/4"$ hole for the wires to pass through. Attach the base to the deck lid, using two #8-32 x 1" philips machine screws, four #8 flat washers, two #8 lock washers and two #8-32 hex nuts.

Clamp or tie wrap the license light lead alongside of the trunk latch release cable until it reaches the opening for the wires. Insert the wire through the hole.

There are two bullet connectors that come with the light assembly. Solder the black (ground) wire to the bullet connector on the light base. The brown connector must be soldered to the bullet connector for the center contact on each light bulb. Insert each wire into the open end of the bullet connector for the center contact on each light bulb. Insert each wire into the open end of the bullet connector and fill the connector with solder.

Reinstall the lens assembly onto the base.

LICENSE BRACKET INSTALLATION

Place the license plate bracket 1/2" below the license light and mark

the location of the mounting holes. Drill a $1/4"$ hole through each location and install the bracket, using two $1/4$ x $1"$ hex head bolts, four $1/4$ flat washers and two $1/4$ lock nuts. See Figure 4-6.

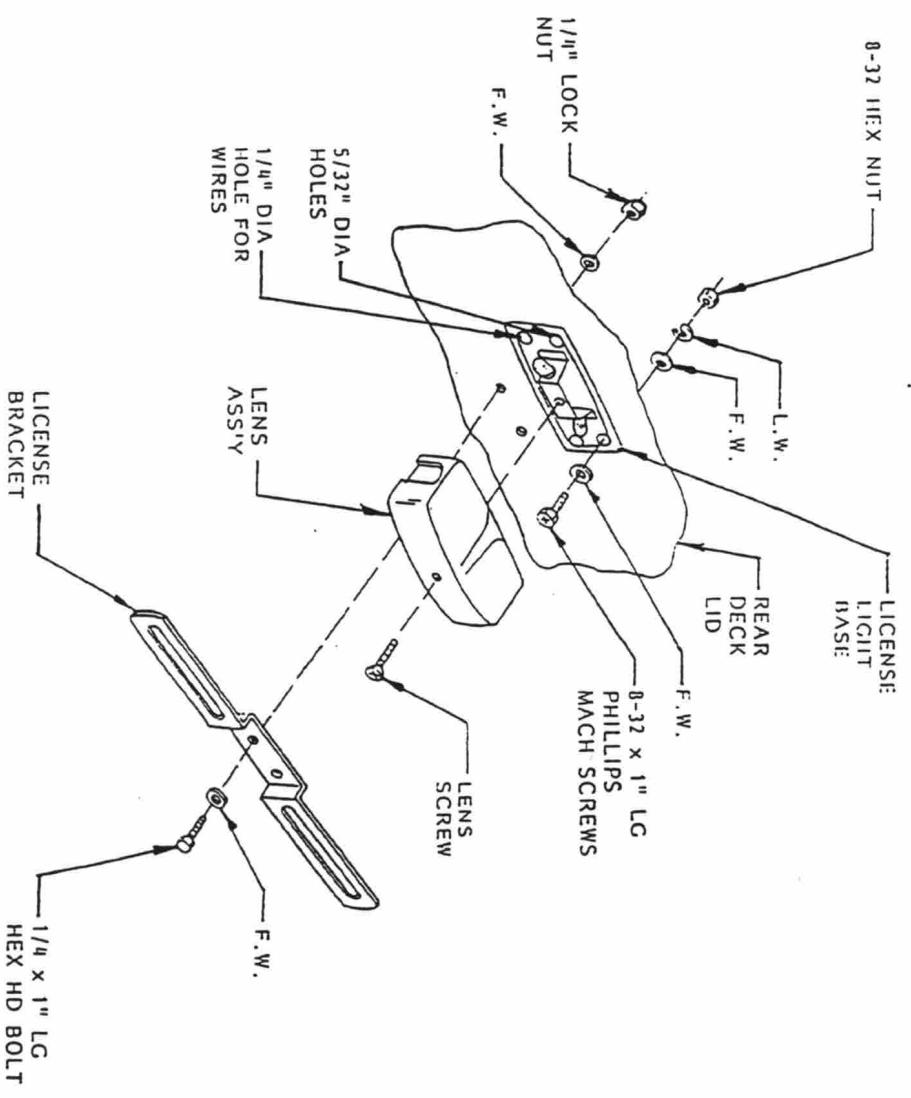
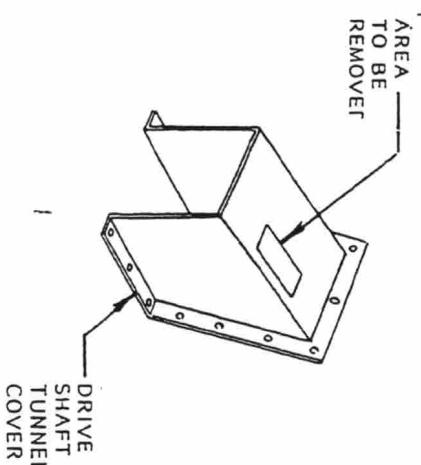


Figure 4-6

SECTION B DRIVE SHAFT COVER INSTALLATION

DRIVE SHAFT TUNNEL COVER

Marked on the gelcoat of the drive shaft tunnel cover is the location of the emergency brake handle opening. Remove this area, using a drill and jig saw or a die grinder. See Figure 4-7.



Once this opening has been cut, slide the cover onto the emergency brake handle and into position. Attach the cover to the cockpit liners using fifteen $3/16 \times 1\frac{1}{2}$ " pop rivets. Using urethane sealant, seal at the edges of the drive shaft cover and the cockpit liners.

NOTE: Also seal all openings for the wiring harness, latch cables, etc. Allow the urethane to cure for at least 12 hours before working in the car again. The side vents and optional brake vent grilles also use urethane and may be installed at this time. See Section C.

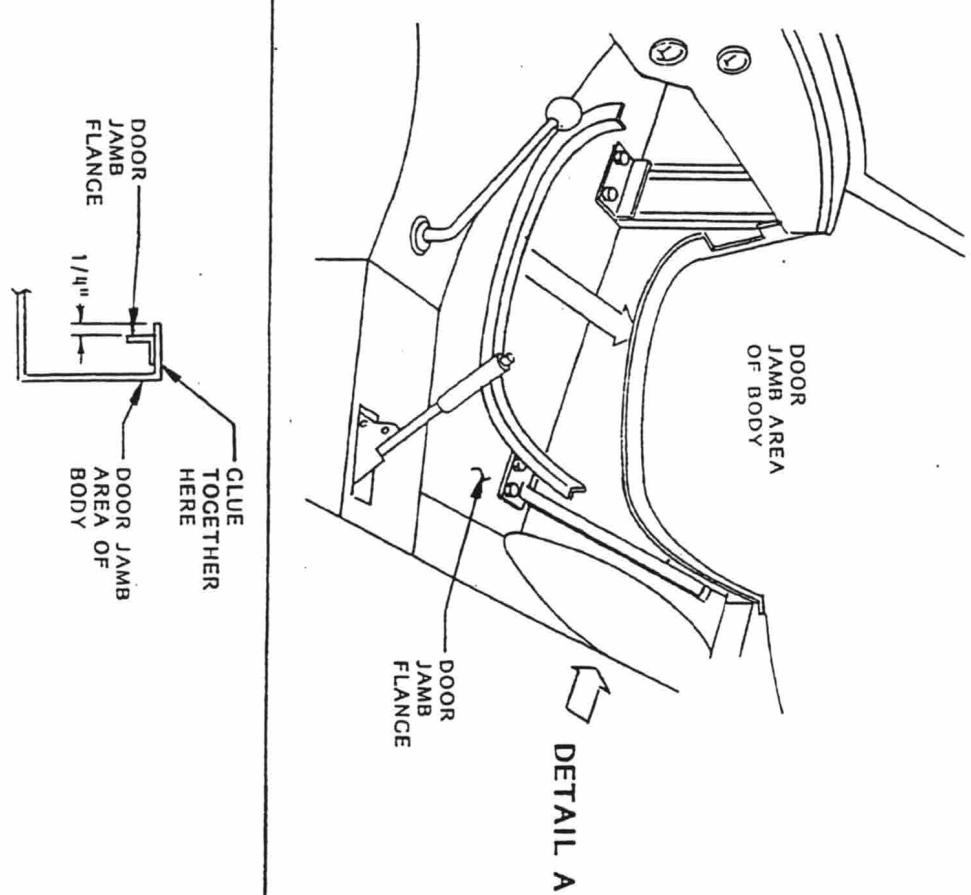
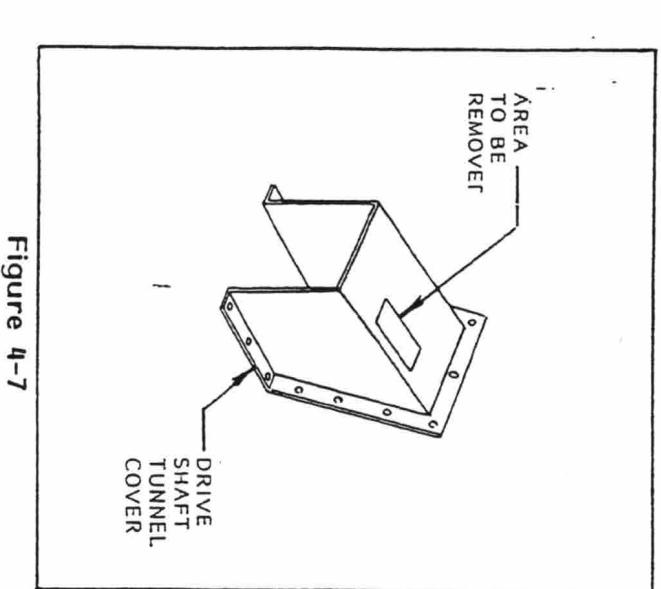


Figure 4-7

Figure 4-8



DOOR JAMB FLANGE INSTALLATION

Using a jig saw cut the door jamb flanges apart along the line marked into the gelcoat surface. These flanges will be mounted to the door jambs, so that the kick panels will be flush with the inside edge of the door jamb. See Figure 4-8

Position the flanges under the door jambs and lightly clamp them into place. Adjust the flange so that it is $1\frac{1}{4}$ " from the inside edge of the door jamb or the thickness of the kick panel from the inside edge.

NOTE: The kick panel may vary slightly in thickness. When clamping to a gelcoat surface place a piece of cardboard or a rag between the gelcoat and the clamp to prevent any damage to the finish.

Mark the location of the flange onto the underside of the door jamb and remove the flange.

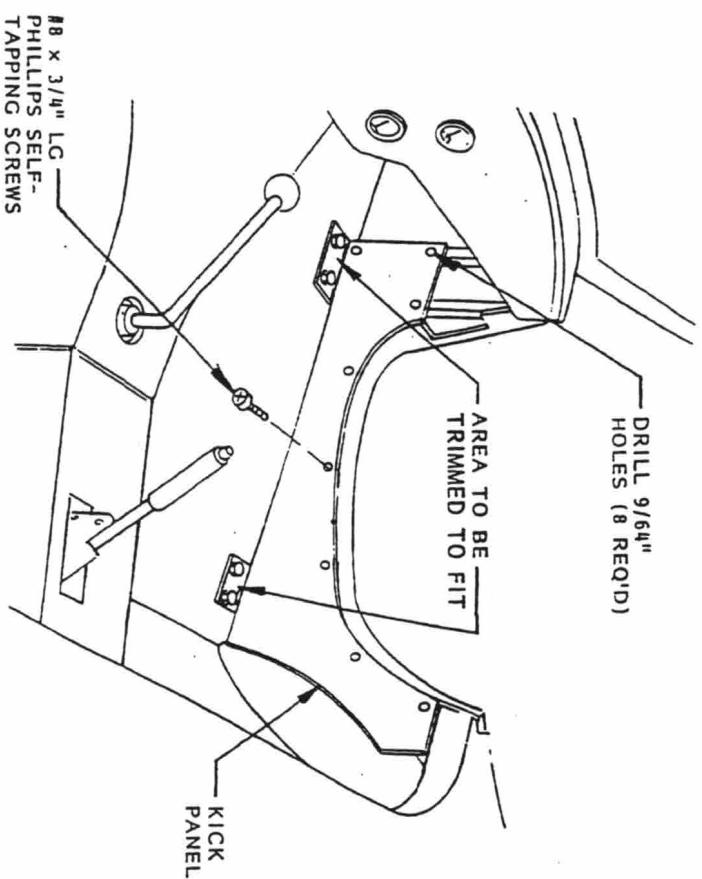
Lightly sand the mounting surface of the flange and the underside of the door jamb. Mix and apply auto body filler to the flanges and lightly clamp them back into position.

NOTE: The body filler should be equally applied to the mounting surface to ensure a good bond along the length of the flange.

KICK PANEL INSTALLATION

Reduce the normal amount of hardener to allow a longer working time before the filler starts to cure. Once the filler begins to harden, trim away any excess, using a razor knife. See Figure 4-9.

The kick panels also come as one piece. Using a jig saw, cut along the line marked in the center of the fiberglass. Place the kick panels against the door jamb flange with the smooth side exposed. See Figure 4-9.



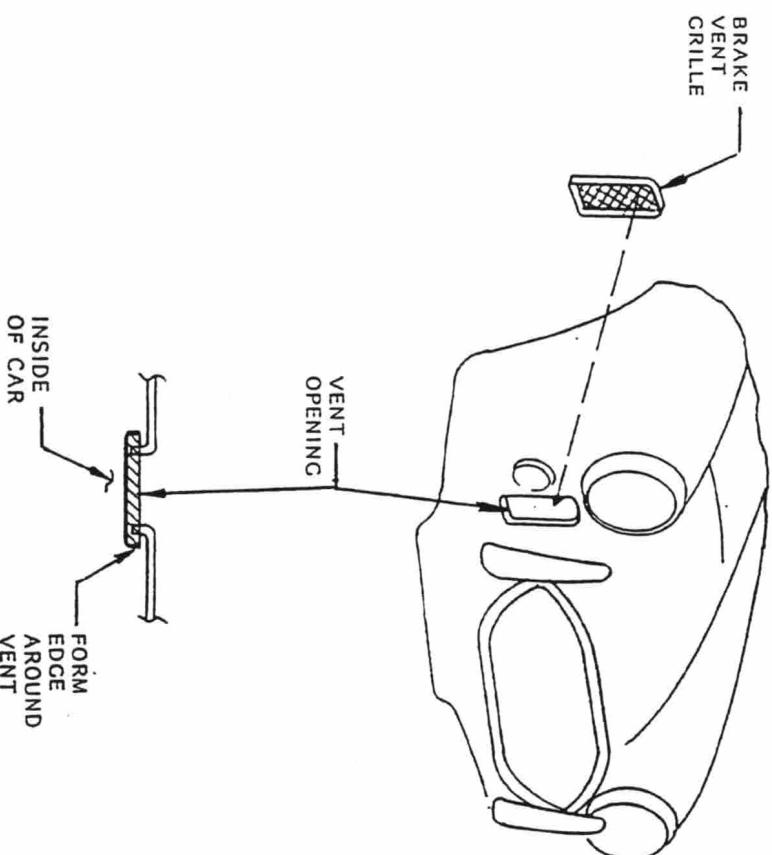
NOTE: It may be necessary to trim the kick panels slightly to match the door jamb opening and the floor.

SECTION C TRIM INSTALLATION

OPTIONAL FRONT GRILLE INSTALLATION

Drill eight 9/64" holes through each kick panel, six through the door jamb flange and two into the front steering column support tube. Attach the kick panels, using sixteen #8 x 3/4" phillips self-tapping screws.

Using masking tape, cover the inlet areas of the brake vents. Place option grilles against the inside of the vent opening and gently form the edge to the shape of the vent, using a ball peen hammer. See Figure 4-10.



VISABLE FROM THE FRONT

The urethane applied to the grille and the vent opening must be applied thick enough to hold the grille in position. Allow at least 12 hours before removing the masking tape and twine.

SIDE VENT INSTALLATION

The aluminum side vents are not interchangeable from left to right.

Identify the left side vent by the location of the pop rivets on the front edge. Place the vent against the side vent opening and align it with the opening. Drill two 3/16" holes through the front wheel well and the side vent. See Figure 4-11.

Use two #8-32 x 1 1/4" phillips machine screws, four #8 flat washers, two #8 lock washers, and two #8-32 hex nuts, to hold the side vent in position.

NOTE: To prevent urethane from sticking to the visable area on each grille, mark and tape only the area of the grille visable from the front.

Figure 4-10

FITTING THE ROLL BAR WITH THE BODY INSTALLED)

Using measurements, mark the floor of the package shelf with the center location of the welded roll bar mount on top of the driver side spring mount. Drill a $1\frac{1}{4}$ " pilot hole through this location.

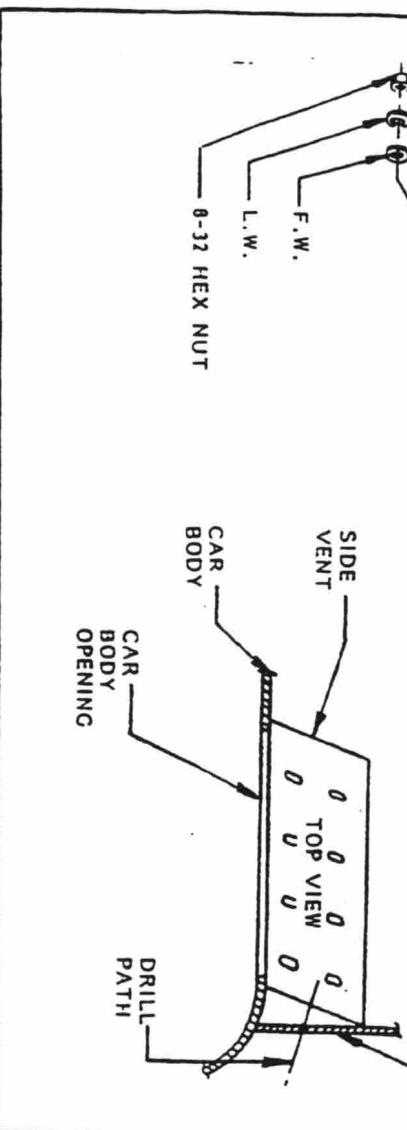
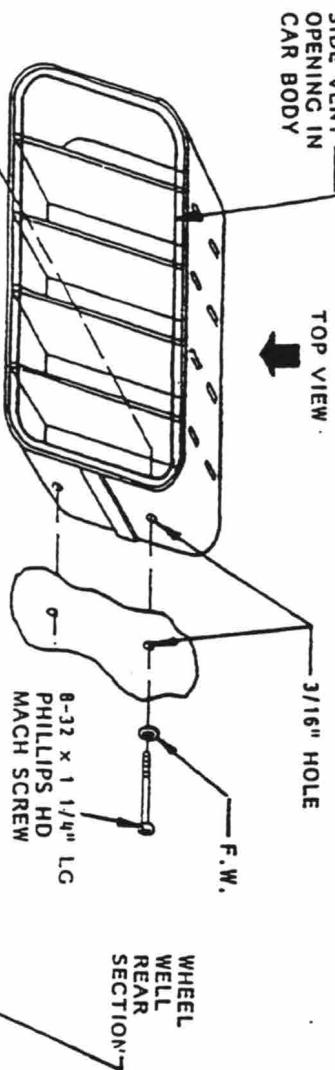


Figure 4-11

ROLL BAR INSTALLATION

NOTE: The screws may be tightened or loosened to correctly position the vent even with the opening. The rear edge of the vent should be placed where the body and the foot well meet.

Repeat the procedure using the right side vent. Once both vents are in position use urethane to bond the vent to the inside of the vent opening.

NOTE: The two legs of the roll bar hoop are parallel inside of the body, so you may mark the inside of the body directly above the welded roll bar mount using a square of a tube from a paper towel roll.

Mark the center of the welded mount onto the under side of the body and drill a hole through the body using a $1\frac{3}{4}$ " hole saw.

Slide the long leg of the roll bar through the hole in the body until the short leg touches the body. Adjust the short leg so that it and the long leg are parallel to the straight section of the rear cockpit lip. Mark this location and remove the roll bar. Using the $1\frac{3}{4}$ " hole saw, drill through the center of this location.

Slide the roll bar down through the holes until the long leg is in place on the welded mount. Mark the location of the short leg onto the package shelf and remove the roll bar. Using a $2\frac{1}{4}$ " hole saw, drill through the package shelf at the location of the short leg. Save the $2\frac{1}{4}$ " piece of scrap fiberglass for later use.

Slide the roll bar back into position and insert the inner roll bar mount into the short leg and clamp it to the frame. Drill two $3/8$ " holes through the inner mount and the frame tube. Attach the mount to the frame tube using two $3/8 \times 3\frac{1}{2}$ " hex head bolts, four $3/8$ " flat washers and two $3/8$ " lock nuts.

Drill a $3/8$ " hole through each of the roll bar legs and the mount tubes. Test fit the roll bar mounts using two $3/8 \times 2$ " hex head bolts and two $3/8$ " lock nuts and remove the roll bar.

ROLL BAR OPENINGS

NOTE: If you are fitting your roll bar after the installation of the body, skip ahead to third leg opening. The first part of this section deals with the body opening for the roll bar hoop.

The two legs of the roll bar hoop are parallel inside of the body, so you may mark inside of the body directly above the welded roll bar mount and the inner mount using a square or a tube from a paper towel roll. Mark the center of each place on the under side body location on the under side body and drill a $1/4$ " pilot hole through the center of each mark.

CHECK: Ensure that the center measurement is the same as the center to center for the roll bar legs.

Drill a $1\frac{3}{4}$ " hole through each of the pilot holes. Slide the roll bar into position on its mount and check its position, and then remove it.

THIRD LEG OPENING

NOTE: In order to mark the body with the location of the third leg opening the roll bar must be removed from the two holes in the body.

Fold the line on the template as marked. Place the folded section so that it is centered on each of the openings on the body and tape it into position on the body.

Template 5-21.

You will notice that the location of the third leg opening shows it as an elliptical shape. To drill this shape using a hole saw, first drill a $1/4$ " pilot hole through the body through center of the mark and angle back along the line in approximately the position of the third leg. Using a $1\frac{3}{4}$ " hole saw, drill the opening for the third leg.

Slide the third leg into the hole, upside down, so that the end of the tube touches the rear wall of the package shelf. Mark the area where third leg would pass through it. Drill this area using this $1\frac{3}{4}$ " hole saw.

Place the roll bar into position on the mount. Guide the third leg of the roll bar into position from the underside of the package shelf. It may be necessary to enlarge the hole in the rear wall slightly, to allow the third leg to align with the mount tube on the roll bar.

If you have not already done so, drill two $3/8$ " holes through the third leg mount angle and the driver side shock mount. Also drill a $3/8$ " hole through the third leg mount tube.

Attach the third leg 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. Secure the roll bar mount tubes, using three $3/8 \times 2$ " hex head bolts and three $3/8$ " lock nuts.

NOTE: Most hole saws use a replaceable $1\frac{1}{4}$ " drill bit in the center of the hole saw chuck. Because of the angle at which you will be drilling, it may be useful to extend the drill bit out from the chuck, or to replace it with a section of $1/4$ rod to keep the hole saw in the pilot hole.

SEALING THE PACKAGE SHELF

The areas where the roll bar exits the package shelf should be sealed. This can be done using the two circular pieces of fiberglass from the 2 1/4" holes you originally made in the package shelf, and using the Optional Roll Bar Brace Cover.

Measure the location of the roll bar inner and outer legs inside of the openings. If the legs are not centered on the opening, measure the difference and mark the offset center onto the scrap piece.

Drill a 1 3/4" hole through the position of the roll bar on each circular piece, then cut each circle into two halves.

Tape around the roll bar underneath the package trap. Place the two halves of the circle around the roll bar. Seal these into place using urethane or some other type of semi-hardening sealant.

Place the optional roll bar brace cover against the underside of the body and rear wall of the package shelf, and mark the location of its flange.

Drill the optional roll bar brace cover against the underside of the body and rear wall of the package shelf, and mark the location of its flange.

MIRROR INSTALLATION

Place the interior rear view mirror 3 1/2" back from the center of the windshield and mark the hole locations onto the body. At each of the marks drill a 9/64" pilot hole. Place the mirror back into position and attach it to the body, using two #8 x 5 3/4" phillips oval head self-tapping screws. See Figure 4-13.

The suggested position for the optional CT racing mirror is 2 3/8" over from the driver's windshield post and the front edge of the windshield post, even with the rear edge of the mirror mount.

Drill four 9/64" hole through the package shelf flange. Apply sealant to the flange and secure the brace cover into place using four #8 x 1 1/2" phillips pan head wood screws.

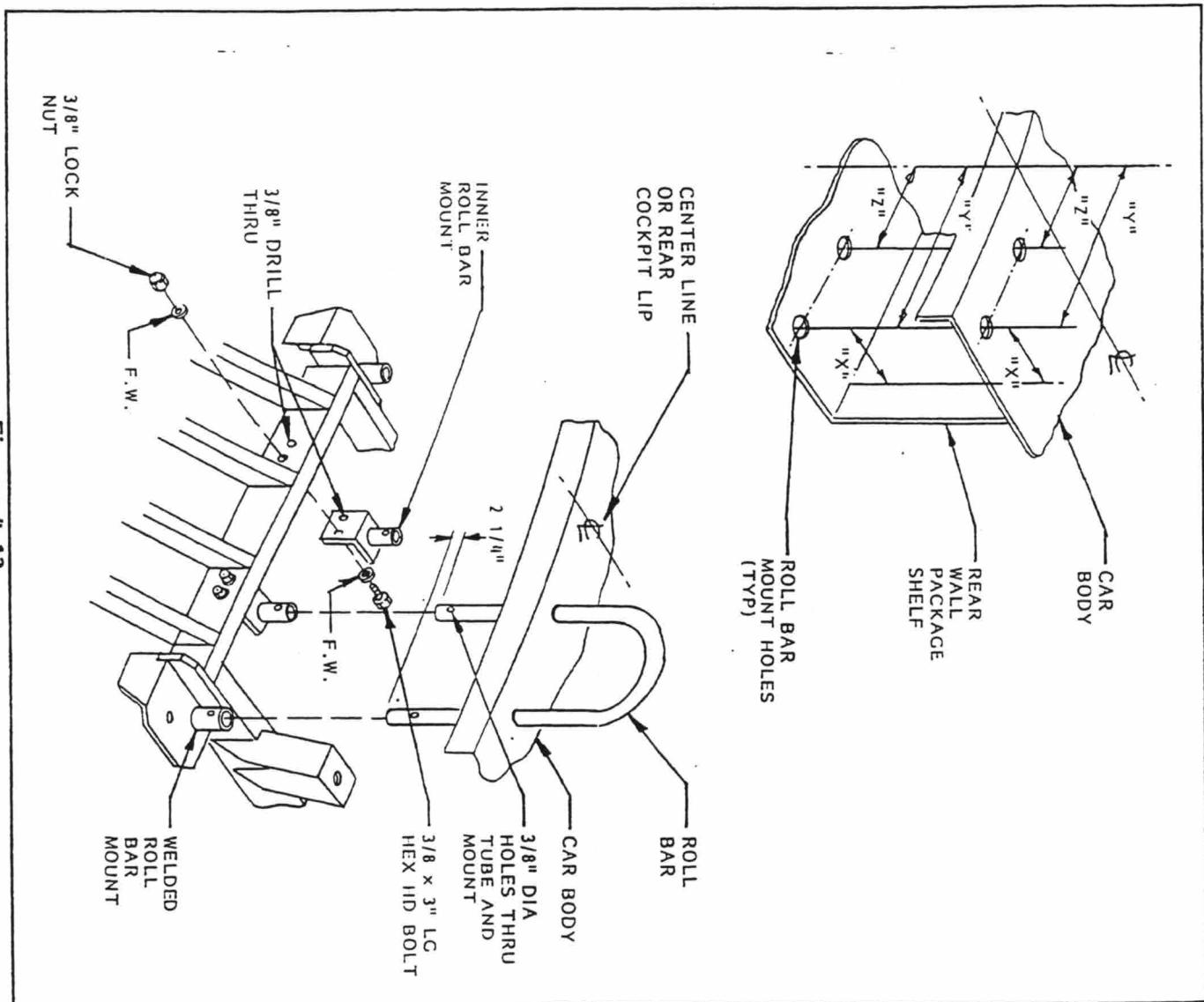


Figure 4-12

4-10

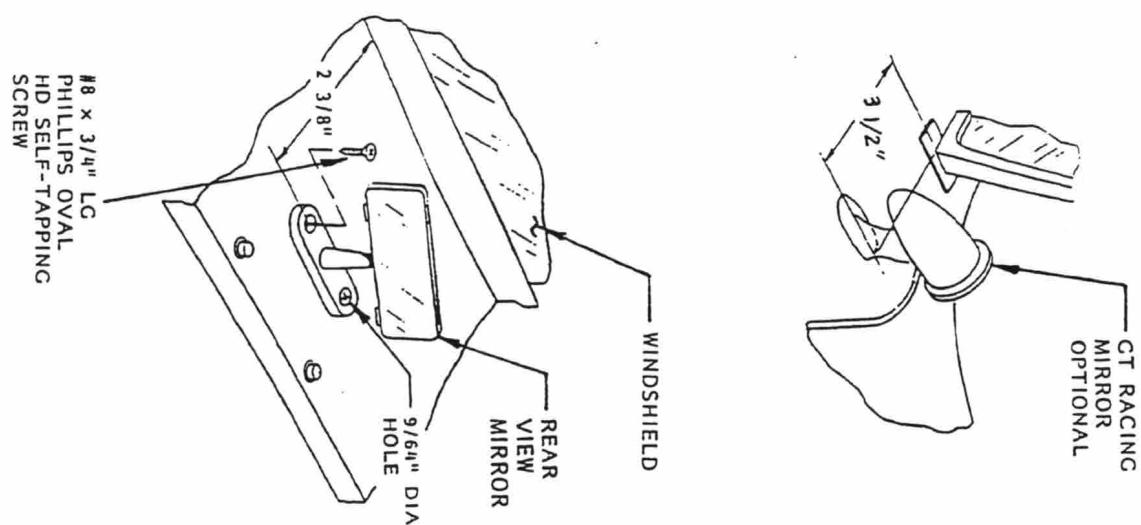


Figure 4-13

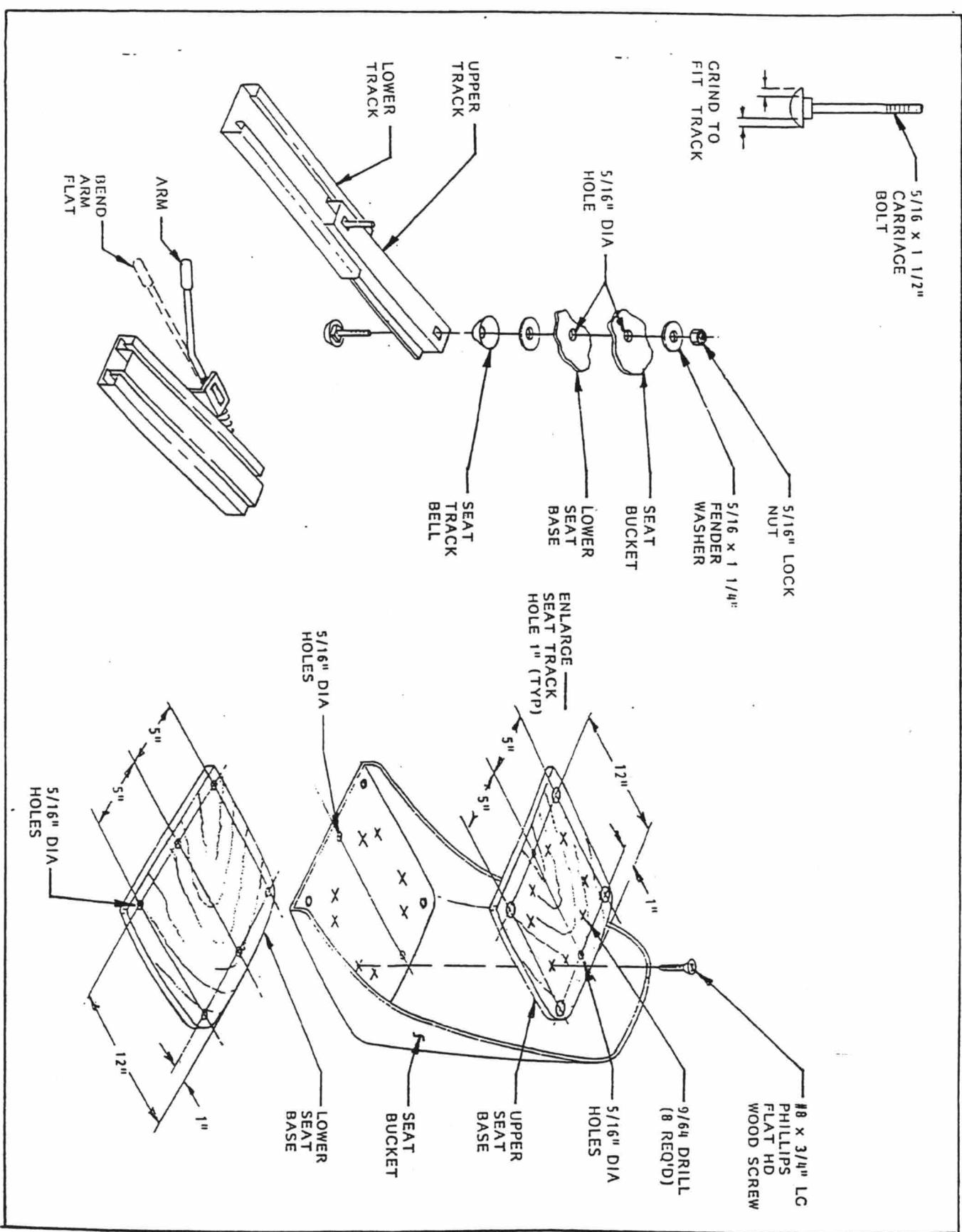


Figure 4-14

SECTION D UPHOLSTERY AND CARPETING

SEAT UPHOLSTERY

The seats in the Classic Cobra consist of two separate pieces, the bucket and the seat cushion. To upholster the seat bucket and cushion you will need a staple gun, staples and 3M Spray 90 adhesive. You will also need three pieces of 3/8" plywood per seat.

Cut a piece of card board or paper 16 1/2" x 14 3/4". This will be used for the pattern of the plywood bases. The upholstery will be fastened to place the pattern material onto the inside bottom of the fiberglass bucket, with approximately 1/4" extending past the front edge. Mark and trim the pattern so that it is 1/4" from the fiberglass, along the sides and the rear. See Figure 4-14.

Using this pattern, mark two pieces per seat, on a piece of 3/8" plywood 17" x 8' long.

NOTE: Allow 1/2" between the marks for each piece and save the remaining section for the seat cushion bases.

Using a jig saw or a saber saw, cut out the four seat bases. Measure and mark the center of the buckets and the seat bases. Place one of the bases on the underside of the seat bucket and the other into the bottom of the seat, so that the fiberglass is sandwiched between the two bases.

Align the center mark and securely clamp the plywood bases to the seat. Place two marks on upper seat base, with each mark 5" on either side of the center mark. Draw two parallel lines to the rear of the seat base.

Measure from the rear edge of the upper seat base along each line and mark 1" from the back and 12" from the back. This will give you the hole locations for the seat tracks.

CHECK: To ensure that the seat track slides easily without binding, check your measurements before drilling any holes. The track must be parallel to work correctly.

Drill four 5/16" holes through the bases and the fiberglass at the marks for the seat tracks.

Once the holes have been drilled, mark the two bases with their function, such as driver seat upper base and driver seat lower base. Remove the clamp and using a 1" hole saw, enlarge the seat track holes on the upper seat base.

Bend the arm on the seat track release so that it is flat, instead of angled upward. Attach the seat tracks to the lower seat base and the seat fiberglass, using four 5/16 x 1 1/2" carriage bolts, four 5/16 x 1 1/4" fender washers, and four 5/16" lock nuts.

NOTE: To allow the carriage bolt to sit flush against the smaller section of the seat tracks, grind the sides of the carriage bolt head. Place the upper seat base back into position and align the center marks and clamp.

Drill eight 9/64" holes through the fiberglass bucket and the upper seat base, but not through the lower seat base. Attach the upper seat base to the bucket, using eight #8 x 3/4" philips flat head wood screws. Once the upper base has been attached, remove the clamps. Grind or cut off the sections of the seat track bolts that extend past the upper base, so that the seat cushion base will not hit them.

Using the remaining piece of 3/8" plywood, cut two pieces, 13 x 15 1/2", using the seat cushion as a pattern. Mark the outline of the rear of the cushion onto each piece. Trim each corner on the cushion base, using a saber or jig saw. Place the seat cushion bases aside for later use.

SEAT UPHOLSTERY

Place the seat bucket on a work bench or table so it is easy to work on.

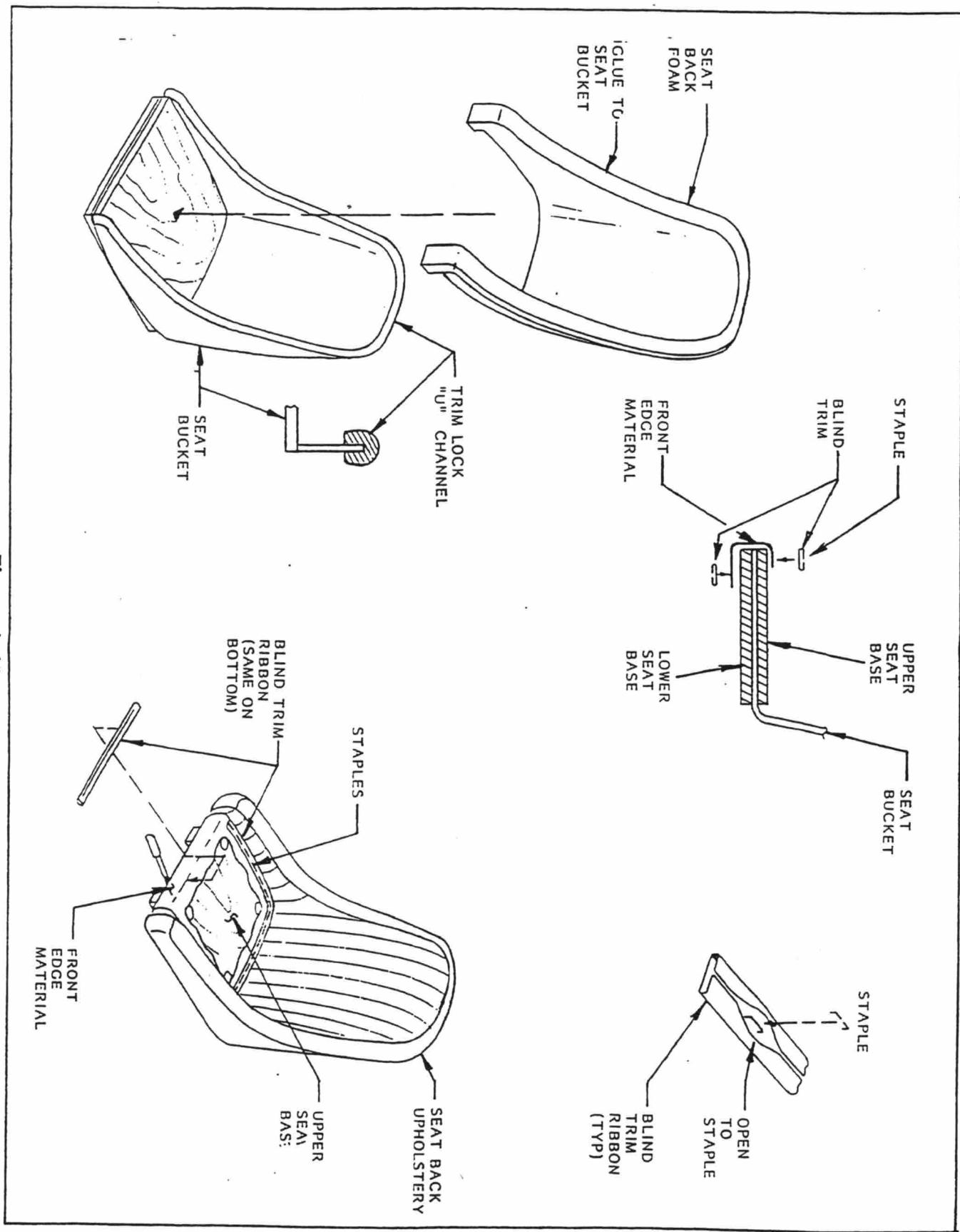


Figure 4-15
4-13

Install trim lock "U" channel along the upper edges of the seat bucket. This is done to prevent the fiberglass from damaging the seat foam and upholstery. After the "U" channel has been installed, glue the seat back foam to the inside of the seat bucket, using 3M Spray 90 Adhesive. The strip of foam along the edge of the seat back should be allowed to rest on the "U" channel. Do not glue this strip to the "U" channel or the back of the seat. See Figure 4-15.

Once the seat back foam has been glued, slide the seat back upholstery onto the seat. Adjust the upholstery to match the strip of foam along the edge to the seat.

Cut the blind trim ribbon into two pieces; one for the lower seat base and one for the upper seat base. The blind trim ribbon is used to hold the upholstery to the plywood bases. It has a slot running along the center on each piece. When stapling the ribbon and the seat back upholstery to the base, open this slot with our fingers and staple the area inside the slot.

Pull the rear of the seat back upholstery to the lower seat base and staple it at the center line on the base, when the seat edge is in the middle of the upholstery, covering the foam edge strip.

Pull down on the front of the seat upholstery to the upper seat base and staple it in the center line of the base near the edge of the base.

NOTE: In order to provide room for the seat cushion to be installed later, the front and sides of the seat upholstery should be stapled near the edge of the upper base.

This will cause the foam to bow out slightly past the blind trim ribbon, holding the upholstery down. If you staple the upholstery straight to the upper base you will not have enough room for the seat cushion to be installed correctly.

Continue to staple the upholstery to the upper and lower bases. The best method to do this is to work from the center out on one side, then alternating to the other side so that the upholstery remains even as it is installed.

After the upholstery has been attached to the bases, check the fit. It may be necessary to remove the staples in an area to eliminate a wrinkle. Tighten the material only enough to remove the wrinkle.

At the front of the upholstery piece there are the ends of the welting. Staple these to the front of the upper base. Remove the excess material 1" from the blind trim ribbon and glue the remaining piece to the bases.

Included in the seat upholstery is a small section of material for the front edge of the seat bucket.

Staple this piece to the upper base and wrap it around to the lower base, so that this edge is covered. Staple it into place on the lower base.

Place the cushion base into the seat bucket. Position it with the rear edge at the blind trim ribbon and clamp it to the seat bases. Mark the center line onto the seat cushion base. Measure and mark the base 2" from the rear edge and 10" from the front edge. Drill a 5/16" hole through the seat and the bases at each mark. See Figure 4-16.

Remove the clamps and the seat cushion base. Using a 1" hole saw, drill the hole locations on the upper base only.

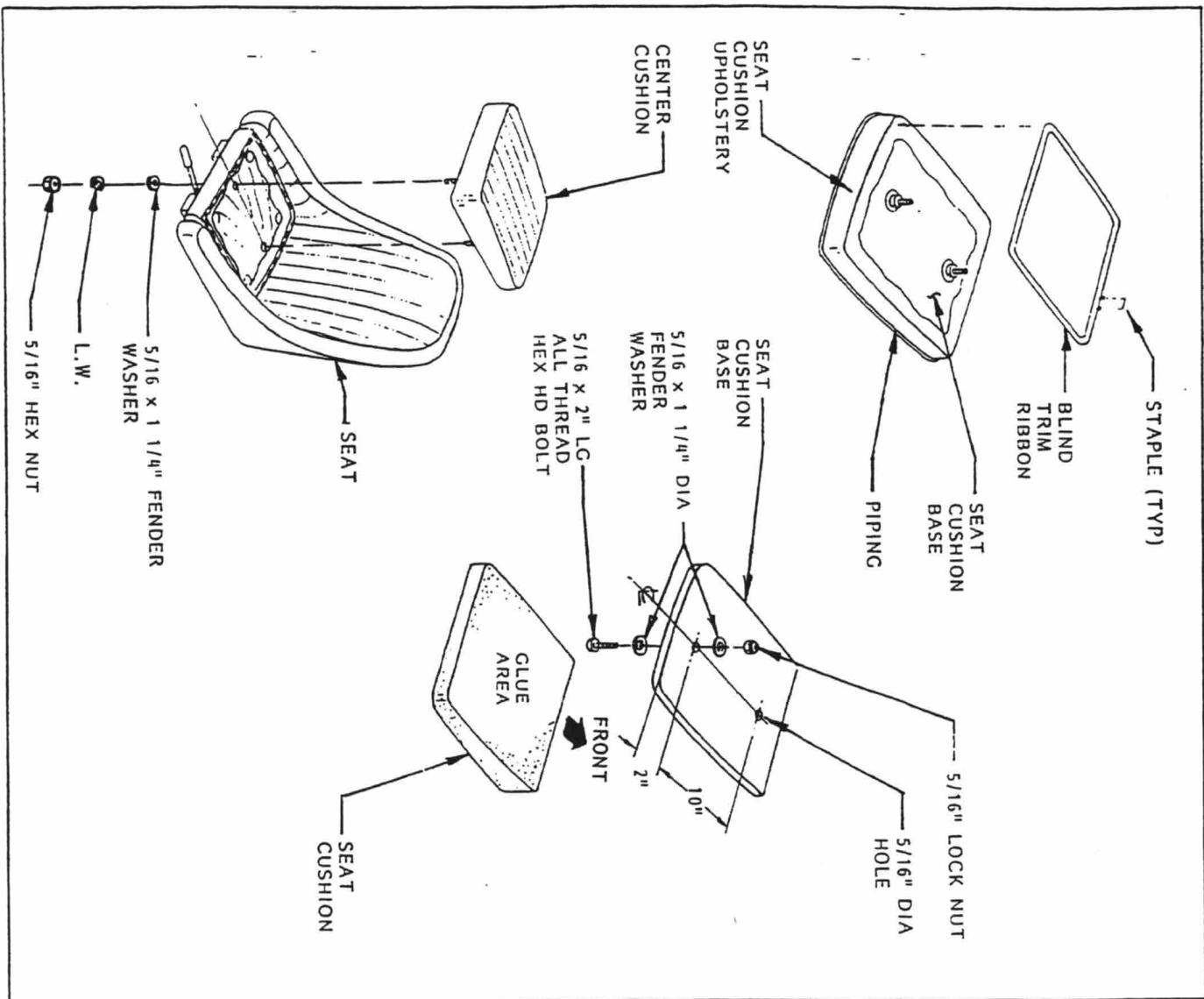
Attach two 5/16" x 2" hex bolts, four 5/16" x 1 1/4" fender washers, and two 5/16" lock nuts to the seat cushion base.

Using 3M Spray 90 Adhesive, glue the seat cushion foam to the cushion base. Place the cushion upholstery over the foam and staple, once on the back and once on the front, to the underside of the base.

Place the bolts into the holes and position the seat cushion. The pleats on the cushion may be offset from the ones on the seat bucket.

Mark the offset and remove the seat cushion base. Remove the rear staple and adjust the upholstery to correct the offset.

Continue to staple the upholstery to the base until completely attached. Remove the excess material 1" from the staples.



Reinstall the seat cushion onto the seat and attach, using two $5/16 \times 1 1/4"$ fender washers, two $5/16$ lock washers and two $5/16"$ hex nuts.

SEAT LOCATION

Measure the floor of the rear cockpit liner $4"$ from where the floor meets the package shelf. Mark a line at this location across the floor. Measure $5"$ from the driveshaft tunnel cover along this line and mark this as the location for the inside rear seat bolt. See Figure 4-17.

Place another mark $9 \frac{3}{4}"$ over from the first mark for the outside rear seat bolt. Measure forward $11 \frac{1}{2}"$ and mark a second line for the forward seat bolts.

Mark two parallel lines from the marks for the rear seat bolts, to the line for the forward seat bolts.

CHECK: To ensure that the seat tracks will be properly aligned, make sure that the lines marked make a rectangle $9 \frac{3}{4} \times 11 \frac{1}{2}"$ and that all corners are square.

Drill the locations for the seat bolts, using a $3/8"$ drill bit.

NOTE: The seat spacer material is made from the excess material left over from the bumper bolt tubes.

Figure 4-16

Using the seat spacer material, cut two rear spacers $3\frac{1}{4}$ " long and two front spacers $1\frac{3}{4}$ " long for each seat. Place the spacers with the seats for use after the installation of the carpet.

DOOR PANEL INSTALLATION

The Classic Cobra door panels come REVIS~~AL~~ already upholstered. All that is CALL required for installation is to mark FOR and remove the opening for the TECH door latch release handle. See BULLET Figure 4-18.

Place the door panel against the door with the lower curved edge even with the curved edge of the door's inner liner. Mark the upper edge of the door panel on the door liner. Remove the door panel and place it nearby. Measure along the line on the liner to the door release and mark the front and rear of the release on the line.

Mark the inside of the door panel with the locations of the front and rear of the door release.

Measure down from the line to the top and bottom of the door release and mark the inside of the door panel with these measurements.

Using an Xacto knife or a razor blade, cut on opening for the door release in the door panel.

Place the door panel onto the door and slide the upper and lower bezel under the door release until they snap together and hold the door panel in place.

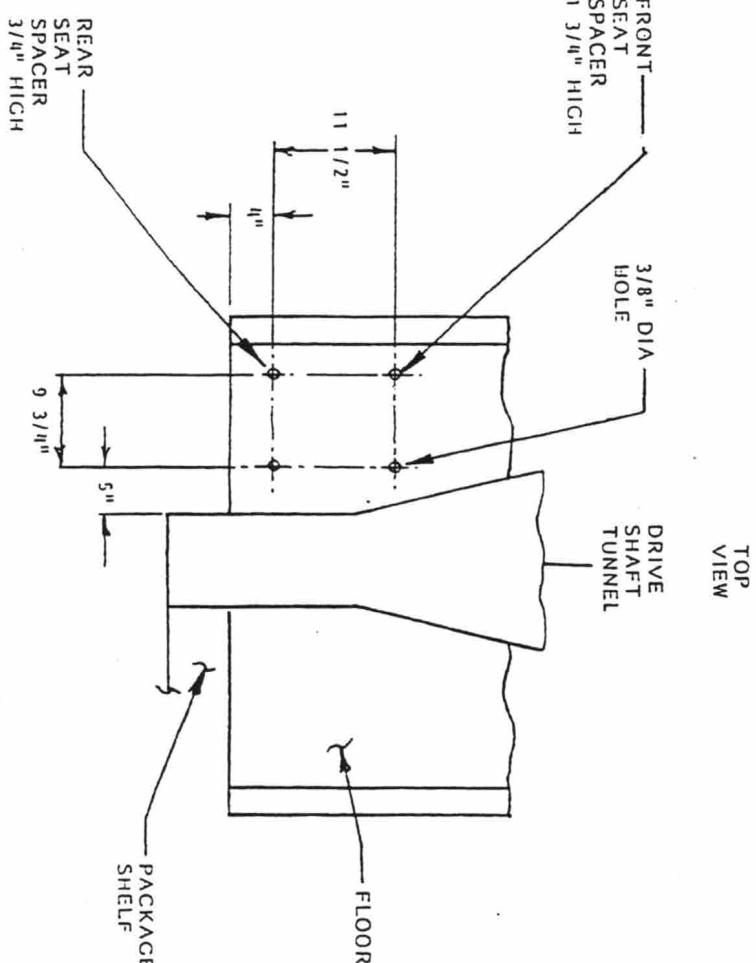
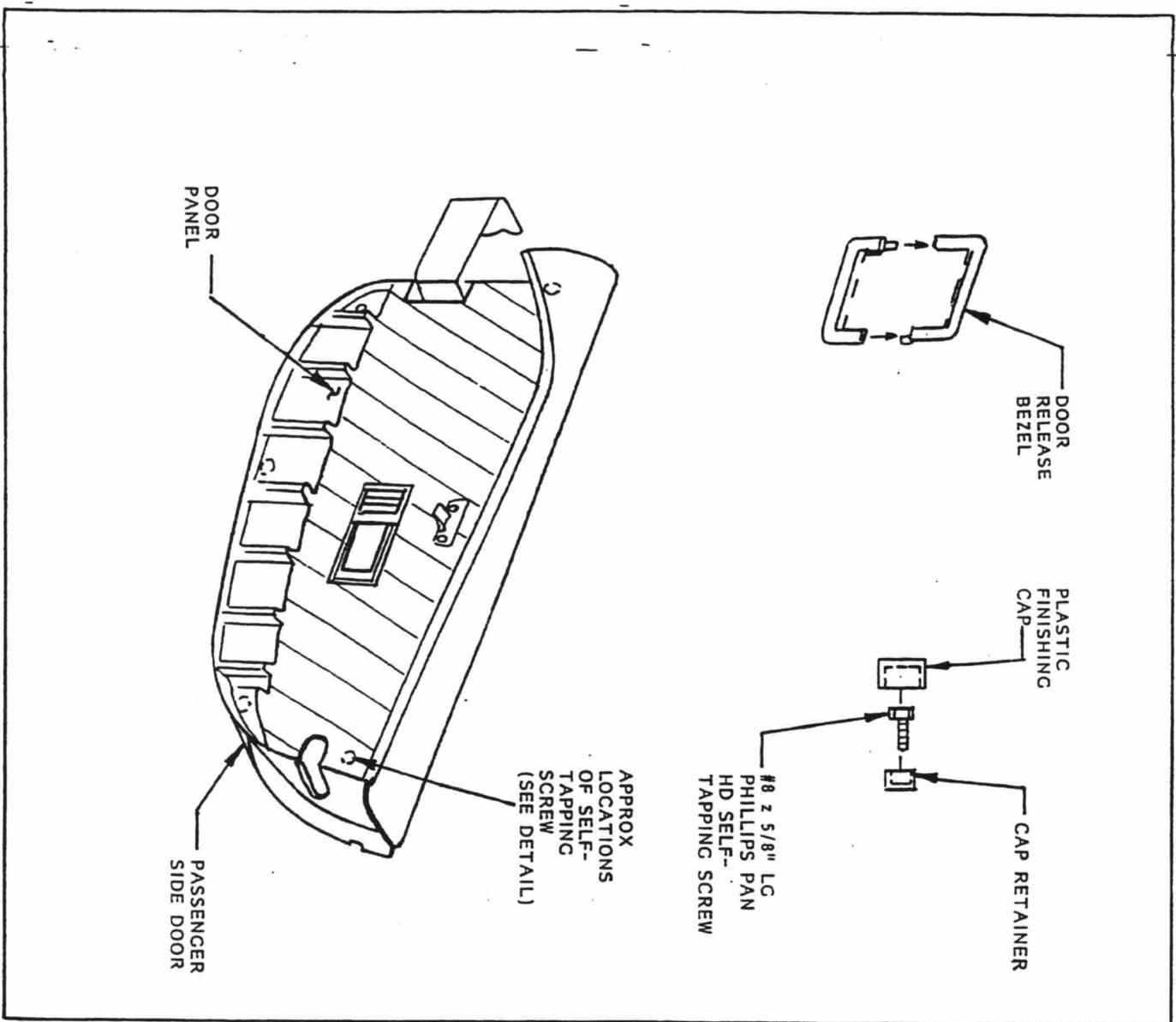


Figure 4-17



NOTE: It may be necessary to space the door release out, to allow the bezels behind it. #10 flat washers should be placed between the release and the inner door liner, at each screw location, to do this.

To attach the door panel to the door, drill five $9/64"$ holes through the panel into the door; one at each upper corner of the door panel and three inside the pocket of the door panel. Attach the door panel, using five $\#8 \times 5/8"$ phillips pan head self-tapping screws, five $\#8$ plastic cap retainers, and five $\#8$ plastic finishing caps.

CARPET INSTALLATION

The areas where the carpet sections will be installed should be lightly sanded and cleaned with acetone to allow the adhesive to adhere better.

Layout the carpet in the cockpit area. This will allow you to see where each piece goes. Mark the back of each piece with its location. See figure 4-19.

Start with the carpet piece for the sides of the tunnel. Position them so that they overlap onto the floor, the top of the tunnel, the front wall of the foot well and the lower section of the rear cockpit liner. Tape each section into place to prevent it from moving out of position while the adhesive is being applied.

Figure 4-18

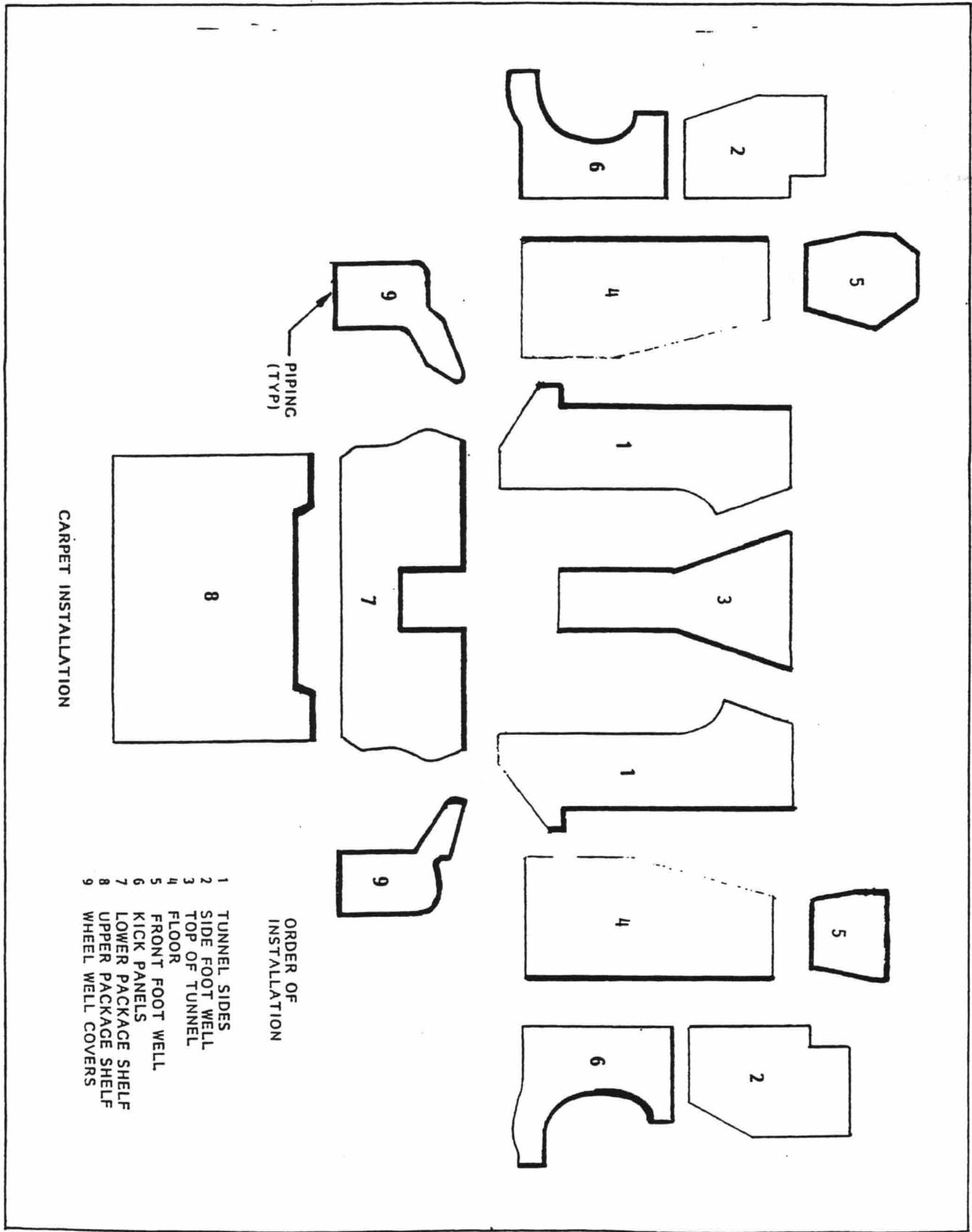


Figure 4-18

Figure 4-19

Starting at the forward wall of the foot well spray the tunnel and the under side of the carpet using 3M Spray 90 adhesive.

NOTE: To prevent wrinkles, work in small sections at a time. Glue along the bottom first, then go back and glue along the upper section.

Once the tunnel sides have been installed, trim the excess carpet, but allow some overlap for the other carpet pieces to cover.

Position side foot well piece to the inside of body with it overlapping onto the floor and the front wall of the foot well. Glue it into place using Spray 90. Trim the excess carpet away, leaving some overlap for the other piece to cover.

The next two pieces to be applied are the forward foot well pieces. These will be glued to the front wall of the foot well, using a piece of chalk or a white grease pencil. Mark the areas on the driver's side piece that must be trimmed before installation, i.e.: the steering column cover, gas pedal mount and the master cylinder support.

The tunnel piece is next. Fold this piece in half lengthwise and mark the center line. Position the carpet along the top of the tunnel and mark the under side with the locations of the shifter and the emergency brake.

Using a razor knife or a pair of scissors, cut out the opening for the shifter.

NOTE: For the best results, cut out the shifter opening "smaller than necessary or cut an "X" where the shifter goes through the carpet.

Remove any shifter boot or cover from the shifter and mask the shifter mechanisms. Place the carpet over the shifter handle and center the carpet on the tunnel.

Fold the rear of the carpet up so that it is in front of the emergency brake.

Using 3M Spray 90 Adhesive, spray the top of the tunnel and the under side of the carpet. Apply carpet to the tunnel, starting at the shifter and working it flat, while moving forward towards the firewall.

Once the tunnel forward of the shifter has been glued down, spray and apply the rear section of the carpet, after cutting out the emergency brake opening.

Make sure that there are no wrinkles on the top of the tunnel. Remove any wrinkles by lifting and repositioning the carpet in the area of the wrinkle. This must be done quickly, before the glue has bonded permanently. It may be necessary to reapply adhesive to that area.

Place the floor piece into position with the finished edges at the front wall of the foot well and along the sides of the tunnel. Start gluing where the rear meets the lower section of the rear cockpit liner.

Once the part is secure, fold the carpet and glue it to the floor in sections, working forward to the front foot well piece. After the floor piece is secured, trim away any excess to allow for some overlap.

Remove the kick panels to allow the floor carpet to be glued underneath them.

The kick panels are the only two pieces that are carpeted outside of the car.

Place kick panel carpet on a flat surface with the underside facing up. Apply Spray 90 to the smooth side of the panel and the underside of the carpet. Place the kick panel onto the carpet with the finished edge along the curved area for the door jamb.

Apply Spray 90 to the front wall and the underside of the carpet and install each piece.

Trim the location of screw holes so that the screws only go through one layer of carpet before wrapping the carpet around all the kick panel edges, with the exception of the door jamb edge. This can be done by notching the carpet edge where the screw holes are.

Apply adhesive to the rough side of the kick panel along the edge where the carpet is wrapped around. Using an awl or a 9/64" drill bit, push through the screw holes and the carpet to mark each location. Mark in chalk or tape over each hole location and pierce the tape with the awl to mark the hole locations.

Before reinstalling the kick panels, place the carpet piece for the lower section of the rear cockpit liner into position with the finished edge around the tunnel. Clue it into place, one side at a time, so that the finished edge is tight around the tunnel. Trim only the excess along the top at the package shelf. The excess at the sides will be covered by the kick panels.

Reinstall the kick panels, using the original hardware.

Before applying the package shelf carpet, unbolt and remove the roll bar(s) to ease installation. Position the package shelf carpet with the finished edge where the edge of the shelf meets the lower section of the rear cockpit liner.

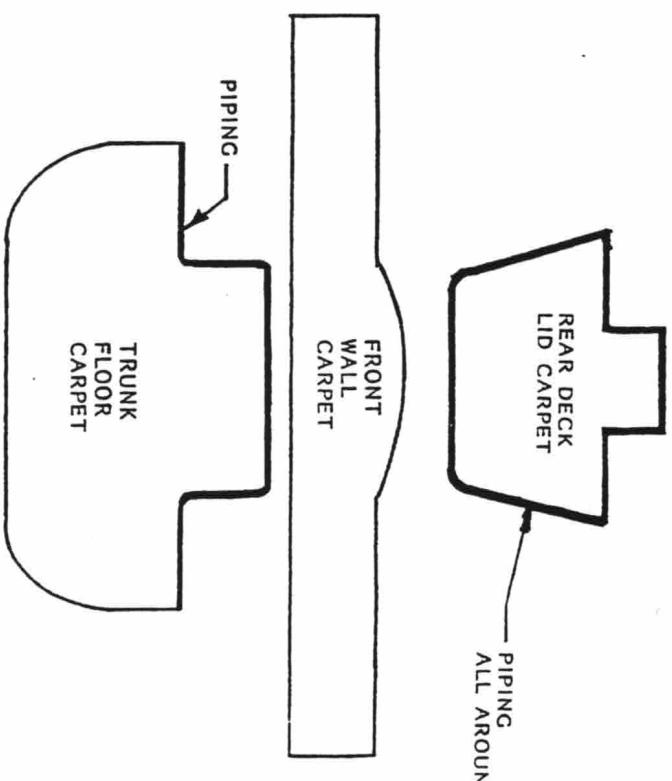
Glue this area down first, then working back along the shelf to the rear wall, up the wall and under the body, above the shelf. Slit the carpet to allow the trunk release through.

NOTE: If you are using the optional decorative roll bar(s) make the openings for the roll bar tubes before gluing down the carpet.

Once the carpet has been installed, reinstall the roll bar(s) using the original hardware.

Position the wheel well carpet pieces into place and using a piece of chalk or a white grease pencil mark their outlines onto the carpet they

TRUNK CARPET INSTALLATION
The optional trunk carpet set consists of three pieces; the trunk floor carpet, the trunk lid and the deck lid carpet. See Figure 4-20.



overlap. Remove the wheel well piece and spray the adhesive inside the outlines. Apply adhesive to the underside of each piece and carefully apply each piece into place.

Lightly sand the floor and front wall of the trunk and clean with acetone to allow the adhesive to adhere better.

Place the trunk wall carpet into position and using a piece of chalk or a white grease pencil, mark the excess along the top and sides.

Using 3M Spray 90 Adhesive, spray the front wall and the under side of the trunk wall carpet. Apply the carpet to the wall starting in the center and working outward. Trim the carpet for the hinge mounts and the release cable before gluing those areas. After the carpet has been applied, trim away any excess along the top and sides, using a razor knife. Allow some excess on the floor to be overlapped by the floor carpet.

Place the trunk floor carpet into place and mark areas to be trimmed, i.e.: the bumper mounts, gas filler hose and trunk striker bolt.

Using 3M Spray 90 Adhesive, glue the carpet to the trunk floor, starting at the center and working outwards. Trim the excess along the edges, after the carpet has been installed.

The last piece of trunk carpet is for the inside of the rear deck lid.

Position the carpet on the inside of the rear deck lid and mark the

outline with masking tape. Spray the back of the carpet and only inside the area outlined with tape.

NOTE: Mineral spirits will dissolve the adhesive if the carpet is saturated with it, so only use small amounts to remove the over spray.

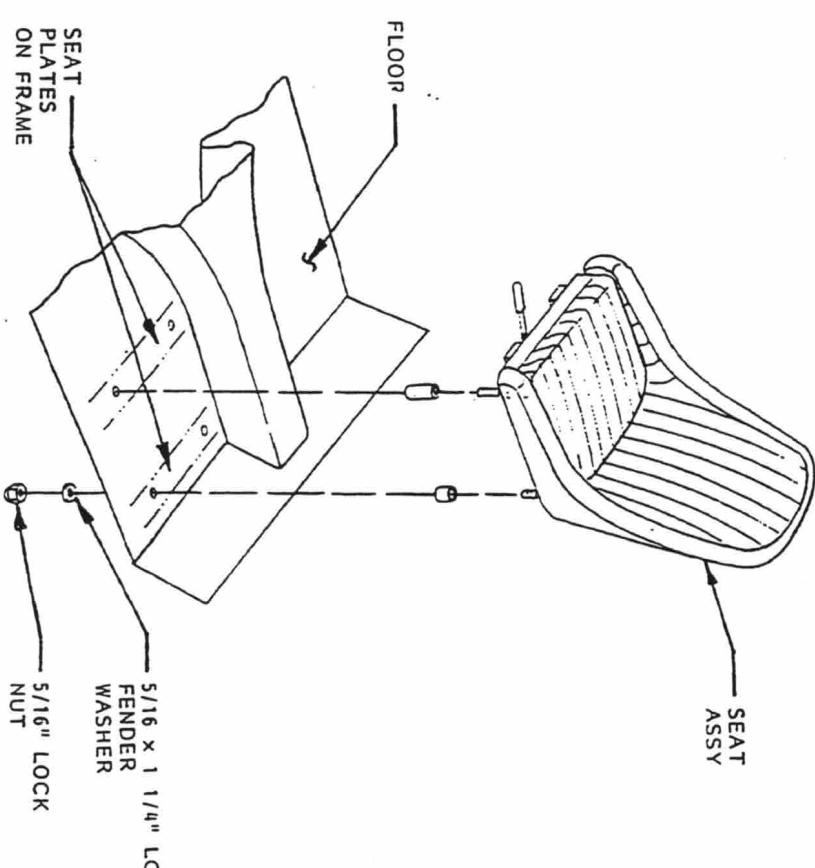
Apply the carpet into place and remove the tape.

CARPET CLEAN UP

White grease pencil and over spray from the spray 90 adhesive can be removed, using a rag with a small amount of mineral spirits. Chalk lines will vacuum out. Vacuum the car out thoroughly before

SEAT INSTALLATION

Using an awl or a phillips screw driver, poke a hole in the carpet at each seat bolt location, by pushing up from underneath the car. See Figure 4-21.



proceeding with the next step.

Figure 4-21

Trim around the hole location, using a razor knife, so that the hole is clearly visible.

Place the seat into position with the two 1 3/4" spacers under the front two bolts and the two 3/4" spacers under the rear two bolts. Attach the seats to the car, using four 5/16 x 1 1/4" fender washers and four 5/16" lock nuts.

SEAT BELTS

It is strongly recommended that you use a non-retractable seat belt with your Classic Cobra; either a regular or competition type non-retractable seat may be purchased from NAPA or most large automotive parts stores. See Figure 4-22.

Use the rear seat bolts for the lap belts. If you are using a competition shoulder harness, it may be bolted to the same frame tube as the roll bar mount. A submarine strap may be bolted to the plate under the floor between the two front seat bolts.

CAUTION: Whatever seat belt you use, they should always be bolted to the frame. Do not bolt the seat belts to the fiberglass only.

HOOD AND TRUNK STAY INSTALLATION

The hood and the rear deck lid both use the same type of hold open stay.

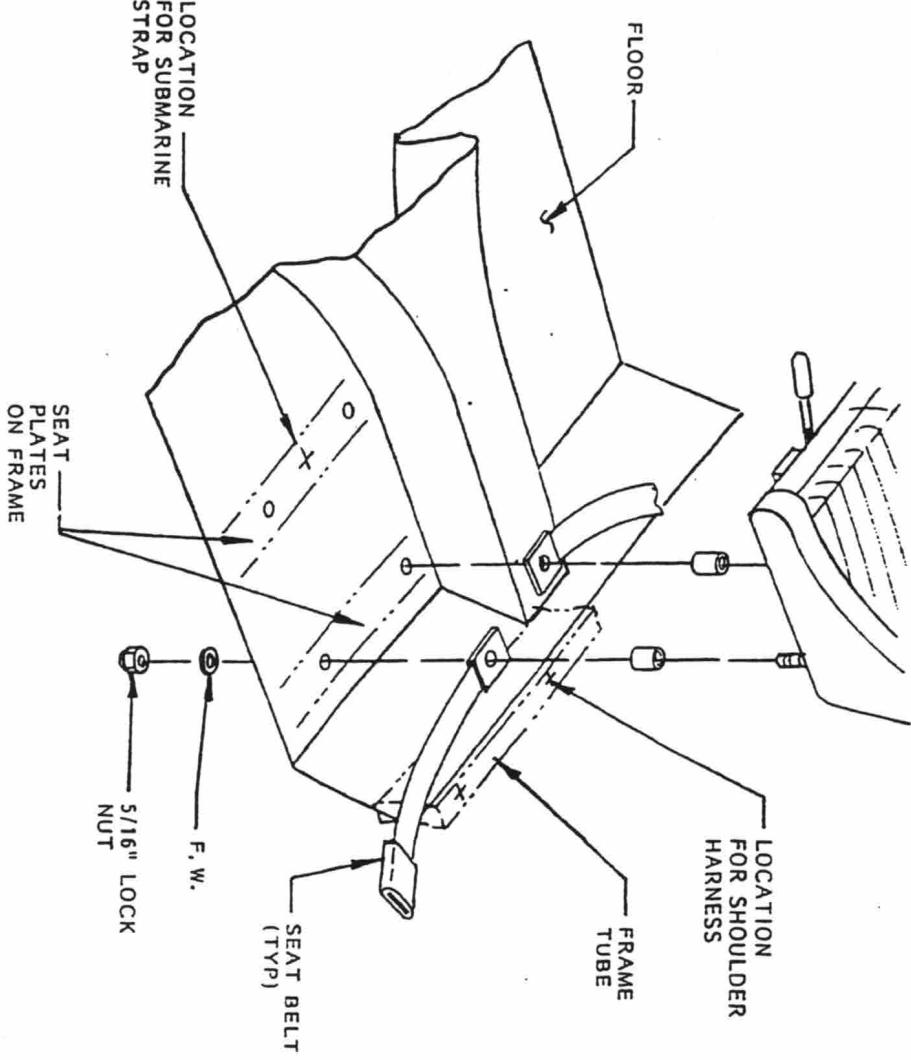


Figure 4-22

Measure back from the front edge of the hood 25" and mark the hood inner liner on the driver's side. See Figure 4-23.

Place the front edge of the stay mount on this mark and mark the two mount holes onto the hood inner liner.

Drill a 3/16" hole into the liner for each of the mount holes, and using 3/16 x 1/2" pop rivets, attach the stay to the inner liner of the hood.

Use a broom handle to hold the hood open while installing the hood stay bracket.

From the front edge of the rear section of the driver's wheel well measure and mark a line 2 1/4" back. Measure up along this line to the underside of the hood opening and mark the line at 3 3/4".

Place the front corner of the hood stay bracket at this mark, and mark the bracket mount holes onto the rear section of the wheel well.

Drill a 1/4" hole through each of the marks for the bracket mount holes.

Attach the hood stay bracket to the wheel well using three 1/4 x 1" hex head bolts, six 1/4" flat washers, and three 1 1/4" lock nuts.

Remove the broom handle and lower the hood until the stay mount is

on the hood stay bracket. Mark the hood stay mount hole onto the stay bracket.

Drill a 1/4" hole through the bracket at each of the mount hole locations. Then attach the hood stay to the bracket using two 1/4 x 1" hex head bolts, four 1/4" hex head bolts, four 1/4" flat washers, and two 1/4" lock nuts.

Lower the deck lid until the stay mount is on the rear deck lid stay bracket. Mark the stay mount holes onto the stay bracket.

Drill a 1/4" hole through the bracket at each of the mount hole locations; then attach the rear deck lid stay to the bracket, using two 1/4 x 1" hex head bolts, four 1/4" flat washers, and two 1/4" lock nuts.

REAR DECK LID STAY

Measure back from the front edge of the rear deck lid 13 1/4" and mark the deck lid inner liner on the driver's side. See Figure 4-23.

Place the front edge of the stay mount on this mark and mark the two mount holes onto the rear deck lid inner liner.

Drill a 3/16" hole into the liner for each of the mount holes and using 3/16 x 1/2" pop rivets, attach the stay to the inner liner of the rear deck lid.

Drill a 3/16" hole into the liner for each of the mount holes and using 3/16 x 1/2" pop rivets, attach the stay to the inner liner of the rear deck lid inner liner.

SECTION E CONVERTIBLE TOP AND TONNEAU COVER INSTALLATION

SIDE WINDOW ASSEMBLY

Measure 6" back from the front wall of the trunk and using a piece of chalk or a white grease pencil, mark the inside wall of the trunk liner on the driver's side. Measure up from the trunk floor 1 1/4" and mark. Place the front corner of the deck lid stay bracket at this mark, and mark the brackets mount holes onto the inside wall of the

trunk.

**REVISE
SEE
TECH
BYUREK
AND
SIDE
WINDOW
FLAPS**

Bend and place the 31" long piece of the window channel into the "U" channel along the top and rear of the side window frame. Place the 20" piece of the window channel into the lower section of the frame.

Drill a 1/4" hole through each of the marks for the bracket mount holes. Attach the rear deck lid stay bracket to the inside wall using two 1/4 x 1" hex head bolts, four 1/4" flat washers, and two 1/4" lock nuts.

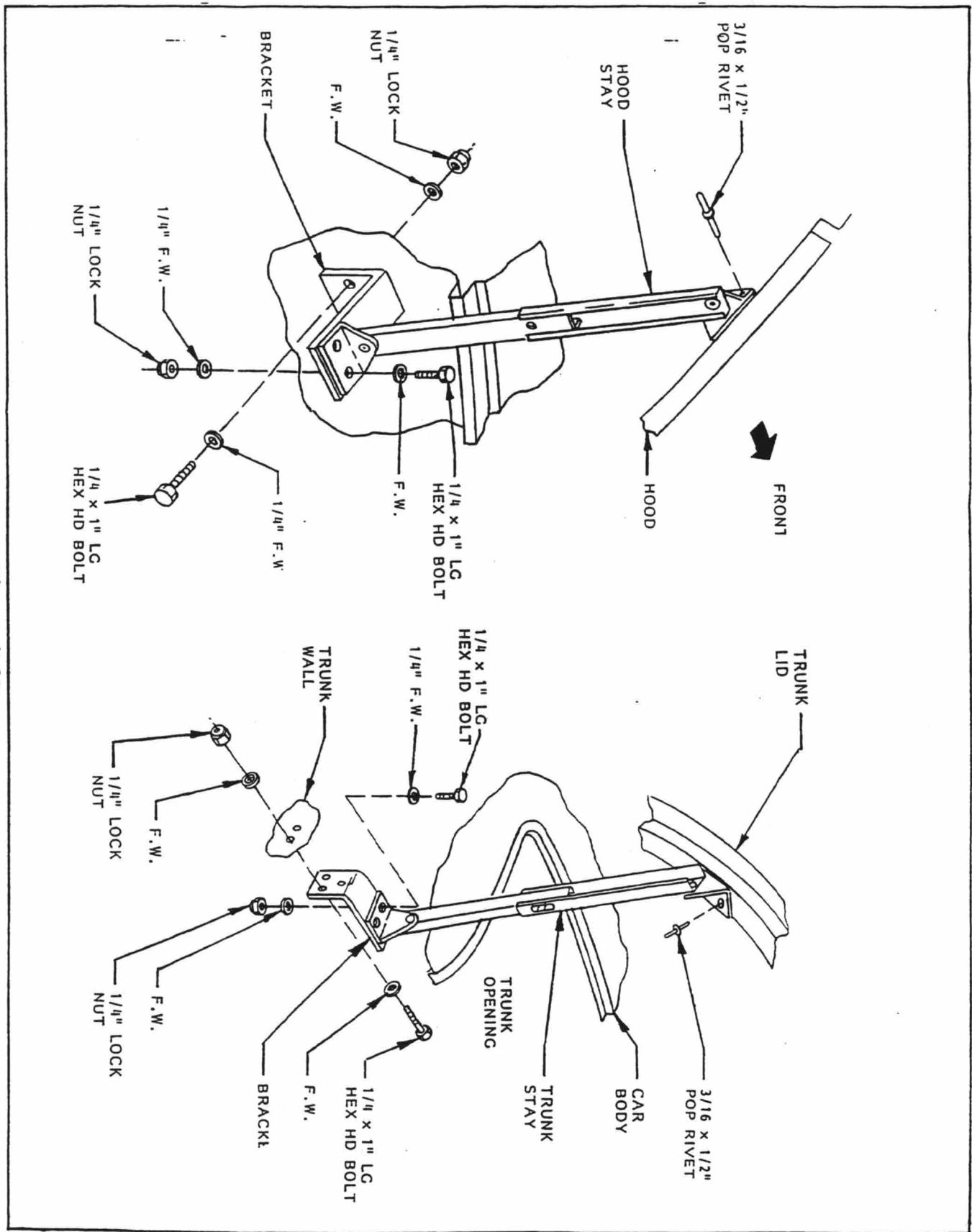


Figure 4-23

4-24

Place the rear (sliding) plexiglass into the window channel and slide it into position. Place the forward (angled) plexiglass into position on the window frame. **Figure 4-24.**

NOTE: Do not remove the protective paper until the final assembly of the side windows

Place the sliding window stop "U" channel into the side window; position it on the upper section 1" back from the point on the upper "U" channel and 9 3/4" back from the point on the lower "U" channel.

NOTE: It may be necessary to trim the sliding window stop slightly in order to get a tight fit.

Mark the center of the sliding window stop onto the upper and lower sections of the frame. Place an additional mark on the lower frame 1/4" up from the bottom and on the upper frame 1/4" down from the top.

Drill a 3/16" hole through the sliding window stop, fixed window plexiglass and the side window frame at each mark

WARNING: When drilling through plexiglass always use a fresh drill bit; never apply pressure to force the drill bit to cut harder and maintain a medium speed. This will prevent the plexiglass from cracking.

Once these holes have been drilled, countersink the holes on the outside of the side window frame.

Disassemble all the pieces and clean and paint the frame pieces, as desired.

After the paint has dried, glue the window channel pieces into the side window frames, using urethane or 3M Super Weatherstrip Adhesive, Pt. #051135-08008.

Glue the section of 1/4" "U" channel into the lower section of the window frame to hold the lower window channel in position. Slide the fender bead between the window frame and the "U" channel and continue to glue it into place along the lower window frame. It will need to be notched at the upright for the fixed window.

Insert the sliding window to the closed position. Place the fixed window and the sliding window stop into position. Align the holes in the frame with the holes in the window and the sliding window stop. Attach the fixed window and the sliding window stop to the side window frame, using three #10-24 x 1 1/2" phillips oval head machine screws, three #10 flat washers, three #10 lock washers and three #10-24 acorn hex nuts.

CONVERTIBLE TOP INSTALLATION

The convertible top for the Classic Cobra is very similar to an original top. It does not fold down when not in use, but is disassembled instead, and stored in the trunk, just like the original. It also uses the same type attaching hardware

Perhaps the most difficult portion of the installation of this type of top is the placement of the top mounting studs. In order that the top fits flush against the body, locations of these studs must be carefully marked onto the body during the installation of the top.

Measure and mark the center line of the body between the rear deck lid and the rear cockpit lip.

At the front of the rear cockpit lip, just behind the door opening, are two stepped areas. These are for the top bow mounts. See **Figure 4-25.**

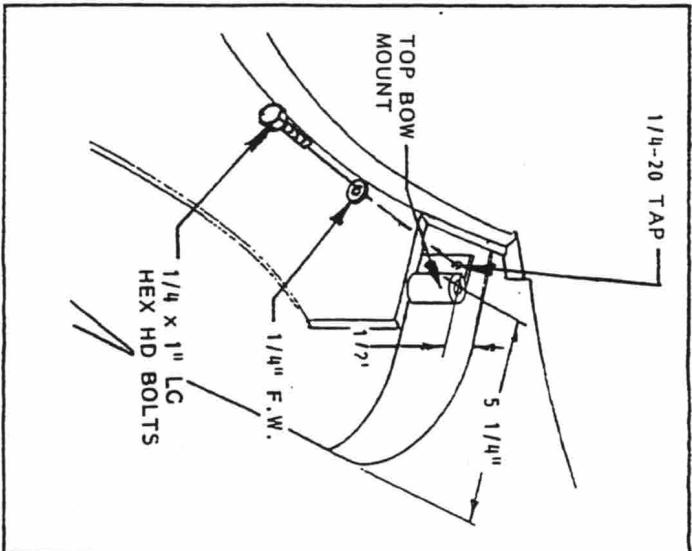
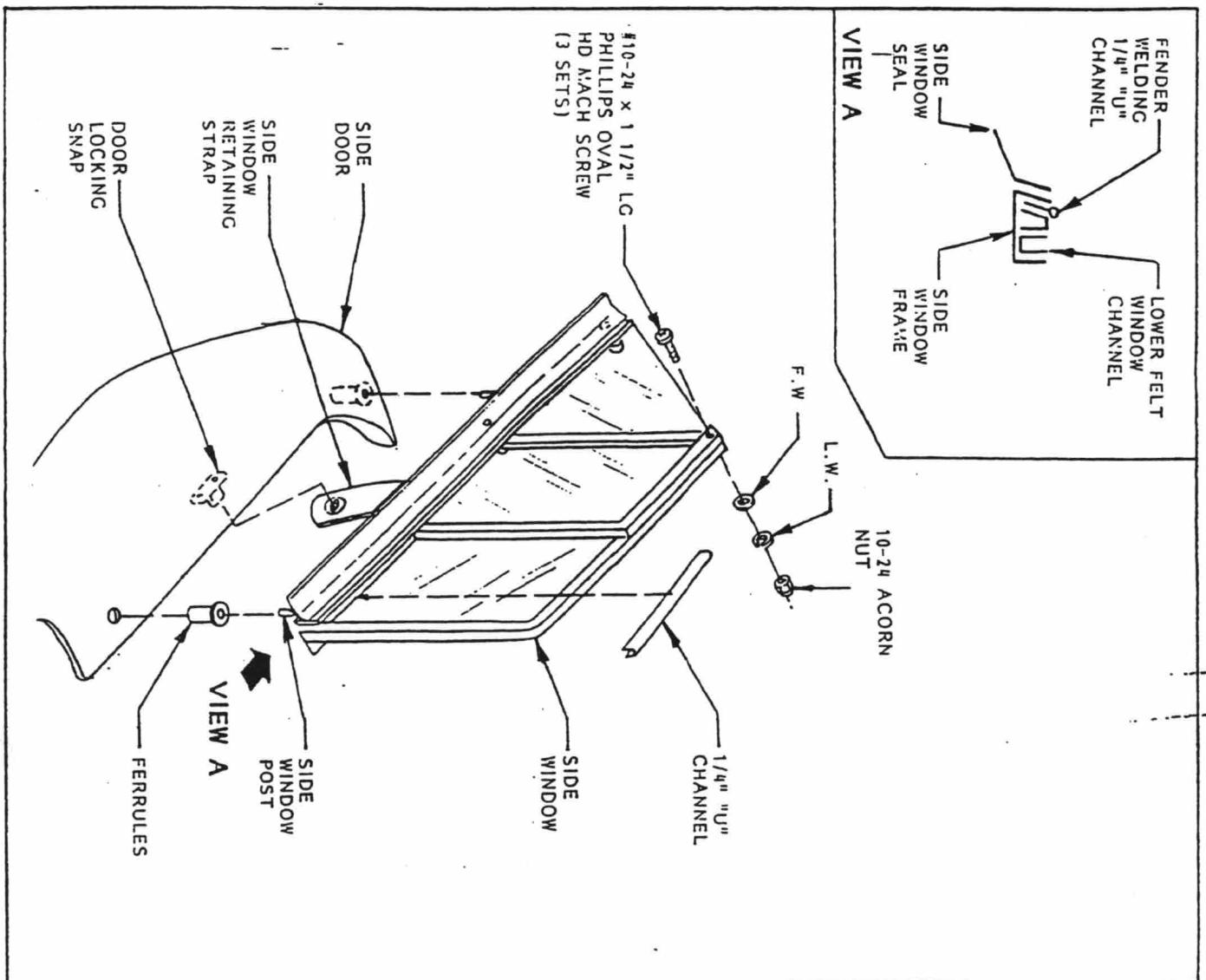


Figure 4-25



Place the top bow mounts on the step and position them with the center of the tube, $5\frac{1}{4}$ " forward from the rear cockpit and $1\frac{1}{2}$ " down from the top of the lip. Make sure that the mounting tube is straight up and down. Mark the two mounting holes onto the step.

Remove the mount and drill a 7/32" hole through the marks on the step. Using a 1/4-20 tap run the tap through each hole. Attach the mounts, using four 1/4 x 1" hex head bolts and four 1/4" flat washers.

Attach the rear bow to the center bow, using two 10-24 x 3/4" phillips pan head machine screws, four #10 flat washers and two #10-24 lock nuts. Tighten the lock nuts enough to allow the rear bow to move freely without any friction.

Fold the top in half and mark the center of the top at the front and rear edges.

Slide the two halves of the rear bow through the loops on the inside of the convertible top and join the two halves of the top bows together.

NOTE: The pins that join the two halves of the top together may be hard to insert at first. If they are, lightly sand the pins to allow them to be inserted easily.

Mount the center bow to the top bow mount, by inserting the mounting pins into the mount tubes.

Figure 4-24

Place the two sections of the header bow onto the windshield. On the header bows there are two pins that slide into the groove on top of the windshield. Make sure these pins are in the groove. Tape the header bows to the windshield to prevent them from moving. See Figure 4-26.

Mark the center of the windshield between the header bows. Place the center of the front edge of the top on the mark for the center of the windshield. Place the center mark on the rear edge of the top on the center line between the rear deck lid and the rear cockpit lip.

NOTE: During the following steps additional help will be required to fit the top. At least two assistants will be needed.

SIDE WINDOW INSTALLATION

NOTE: To protect the upper section of the door from being scratched by the side window post, apply masking tape onto the upper section of the door.

Have your assistants hold the top in position on the car.

Position the side window on top of the door with the curved rear section overlapping the inner bulb seal on the top. Angle the front end of the side window, so that it is $3/16"$ inside of the windshield post. Mark the position of the side window post onto the top of the door. See Figure 4-24 View B.

Drill a $3/8"$ hole through the top of the door at each mark. Shorten the ferrule for the front post $5/8"$. The ferrule must be drilled through the inner door liner also. The hole for the rear ferrule must go through the door beam.

CHECK: Insert the ferrules and install the side window. Ensure that side of the seal against the lower doors close correctly and that side of the frame with the end flush the windows are flush with the top at the rear of the side window seal.

Apply a small amount of urethane to each hole before inserting the ferrules.

Cut the side window seal into two $31 \frac{1}{2}$ " long pieces. Place the thick side of the seal against the lower doors close correctly and that side of the frame with the end flush the windows are flush with the top at the rear of the side window frame. Trim the front end of the seal so that it matches the angle on the frame. Glue the seal to the frame, using urethane, and allow it to cure for 12 hours.

After the ferrules have been installed, bond the ferrule covers over the exposed section of the forward ferrules. Apply auto body filler to fill the rough side of the covers and then clamp them to the door until the filler has cured. Remove the clamps and use a drill bit to remove any excess filler inside of the ferrules.

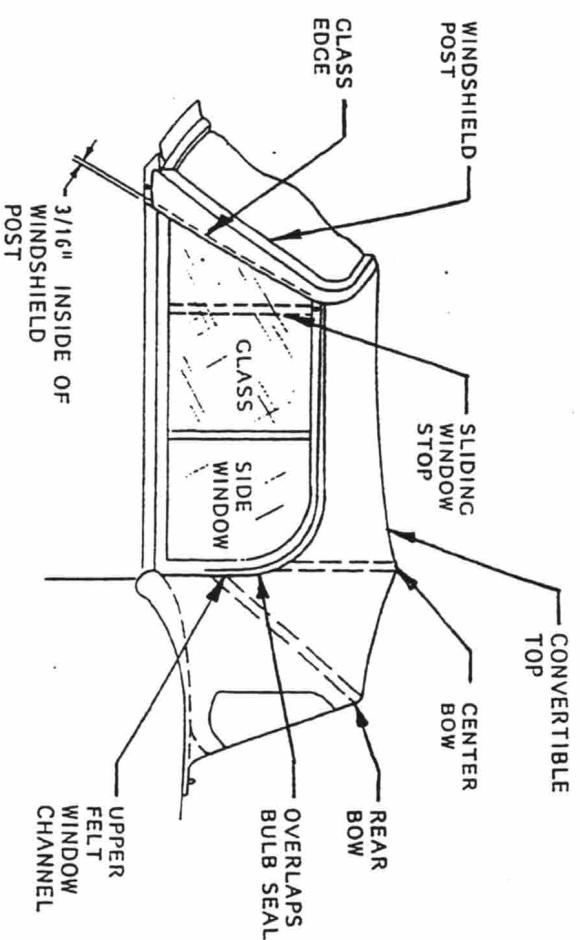


Figure 4-24 View B

After the urethane has cured, remove the tape from the top of the door.

Drill a 1/8" hole through the tab on the inside of the lower side window frame. This tab is used to mount the side window retaining strap.

Drill a 1/8" hole in the strap, 3/8" from the straight end of the strap. Drill a 3/8" hole through the strap, 1" from the pointed end. Enlarge this hole to form a slot, using the bezel for the locking snap as a guide.

Attach the bezel to the strap using a hammer and a wooden block. Bend the four tabs over onto the bezel base on the plain side of the strap. Insert the locking snap into the bezel and lock it into position.

Attach the strap to the side window using a #8-32 x 1/2" round head slotted machine screw, a plastic cap retainer, plastic cover cap and a #8-32 lock nut.

Place the side window into place on the door and mark the position of the locking snap onto the inner door panel. Remove the snap from the strap.

Drill two 9/64" holes through the hole location for the locking snap. Attach the snap to the door using two #8 x 1" phillips oval head self-tapping screws.

The rear flap on the top will be held down with sixteen lift-a-dot studs and snaps.

Install the first two studs and snaps in the flap at the rear of the side windows so that the top seal is overlapped by the side windows.

Using a 9/64" drill bit, drill each stud location. Install the studs, using a 1 1/32" deep well socket.

NOTE: Tape around the opening of the socket to prevent it from scratching the body.

INSTALLATION OF LIFT-A-DOT FASTENERS

Each lift-a-dot fastener is made up of two parts; a plate which holds the fastener to the top material, and the fastener. See

Figure 4-26, Detail A.

To install the fastener on your top you will need a small block of wood, a 5/16" hole punch, a small ball peen hammer, and a pair of needle nose pliers.

NOTE: To prevent damage to the body, glue a scrap piece of carpet to one side of the wooden block so that it may be placed on the body.

Place the block under the hold down flap, at the mark for the stud location. Position the 5/16" hole punch over the mark and using the hammer, tap the punch to cut a 5/16" hole through the flap.

Place the fastener over the 5/16" hole so that the hole in the fastener and the flap are both centered on each other. The words lift the dot must be towards the outer edge of the flap. Gently tap the fastener until the four tabs go through the flap.

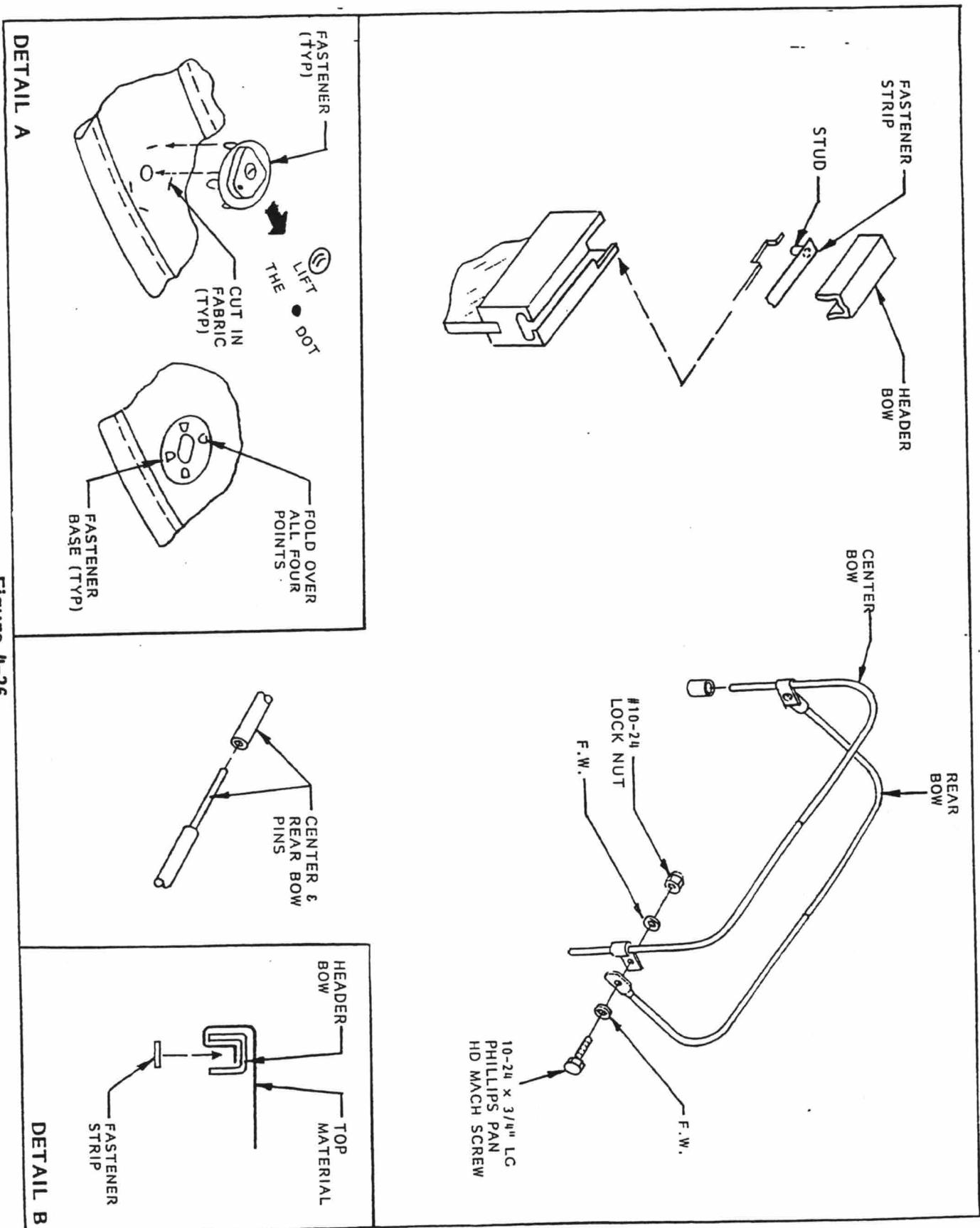
Push the fastener against the flap to make the tab fully exposed on the underside of the flap.

Place the retaining plate onto the fasteners tabs. You will notice that the plate is slightly bowed out on one side; this is the side that faces down. Slightly bend the tabs away from the center hole, using the needle nose pliers. Tap the tabs flat against the plate, using the block and the hammer.

CHECK: Ensure that the tabs are flat against the plate and the flap. The plate and the fastener should be tight against the material.

All the fasteners should be installed in this manner.

The next two studs and snaps should be installed on either side of the center mark.



4-29

Figure 4-26

Continue to install snaps and studs in the order shown on Figure 4-27.

NOTE: The rear flap must be positioned flat against the body when marking the locations for the studs and snaps. The front edge of the top may be taped into place to hold its position while mounting the snaps.

Attach these fasteners to their studs. Have your assistants pull the front edge of the top down along the front of the windshield, to ensure there is enough material to fold inside the header bow channel. Continue to mark and mount the fasteners and studs along the hold down flap.

Once all the studs have fasteners on them, have your assistant pull the front edge down along the front of the windshield, with the front edge centered on the mark for the center of the windshield. Using a white grease pencil, mark the header bow locations onto the outside and inside of the top material, and on the header bow end at the center.

Remove the top and the header bows from the car and lay them out on a flat surface, with the inside facing up.

Apply Goodyear Pliobond Adhesive, or an equivalent contact cement, to the two halves of the header bows and the inside of the top material forward of the marks for the header bow.

NOTE: Apply the adhesive to the top and front portion of the header bow. The rear of the bow will not have any material glued to it.

Place the header bow half back into place on the windshield and tape them into place at the lower corner only.

Carefully reinstall the top bows and attach fasteners to the studs, with the help of your assistants. Pull the top material tights before applying it to the header bows.

Work outwards from the center with an assistant, applying the same area on the opposite side.

Once the top material is bonded to the header bows, remove the top and place it back onto the flat surface, with the inside facing up.

Take the aluminum header bow straps and bend them to match the inside of the header bow "U" channel. Mark and trim away any excess at the lower corner of the header bow. See Figure 4-28.

Apply Goodyear Pliobond Adhesive or an equivalent contact cement to the inside of the header bow "U" channel and the inside of the remaining top material along the front edge.

Apply the remaining material into the "U" channel and start at the center and work outwards to the

NOTE: It may be necessary to trim some of the material in order to get the aluminum strap into place. The strap must be against the remaining material and the "U" channel to prevent the front edge of the top from coming loose.

Once the material has bonded to the "U" channel, remove the aluminum straps and apply adhesive to the straps and material in the "U" channel and re-clamp the straps into the "U" channel.

Install the convertible top catch onto the windshield post, using two #6-32 x 5/16" philips pan head machine screws.

Position the convertible top latch with the center of the bottom mount hole 9/16" from the lower end of the header bow "U" channel. Mark each of the mount holes onto the header bow and drill a 5/32" hole through the "U" channel and the aluminum straps. Attach the latch to the header bow, using two #6-32 x 5/8" phillips flat head machine screws, two #6 lock washers and two #6-32" hex nuts.

Once the material has been applied to the inside of the "U" channel, place the aluminum straps into the "U" channel and clamp them into place, using several small "C" clamps.

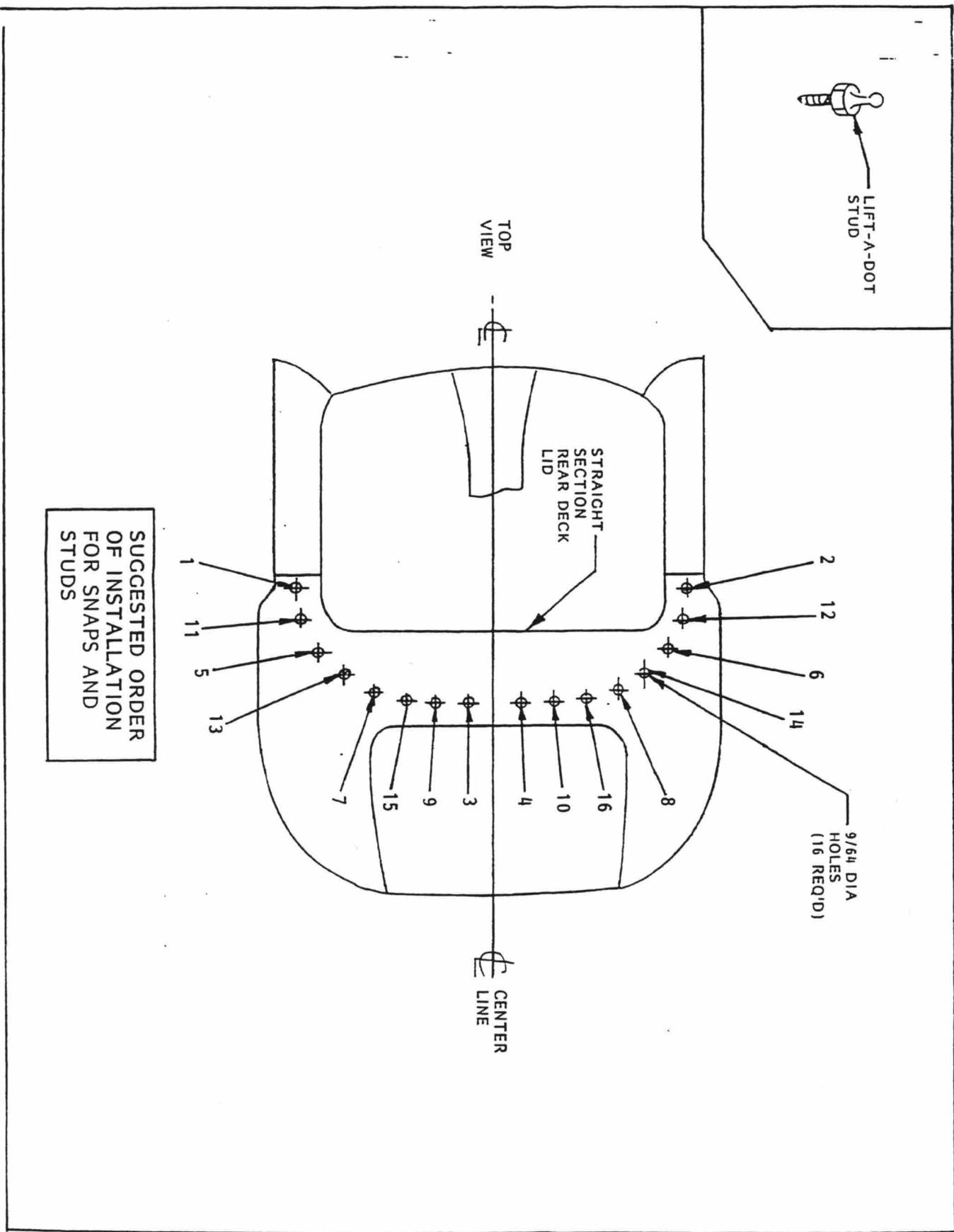


Figure 4-27

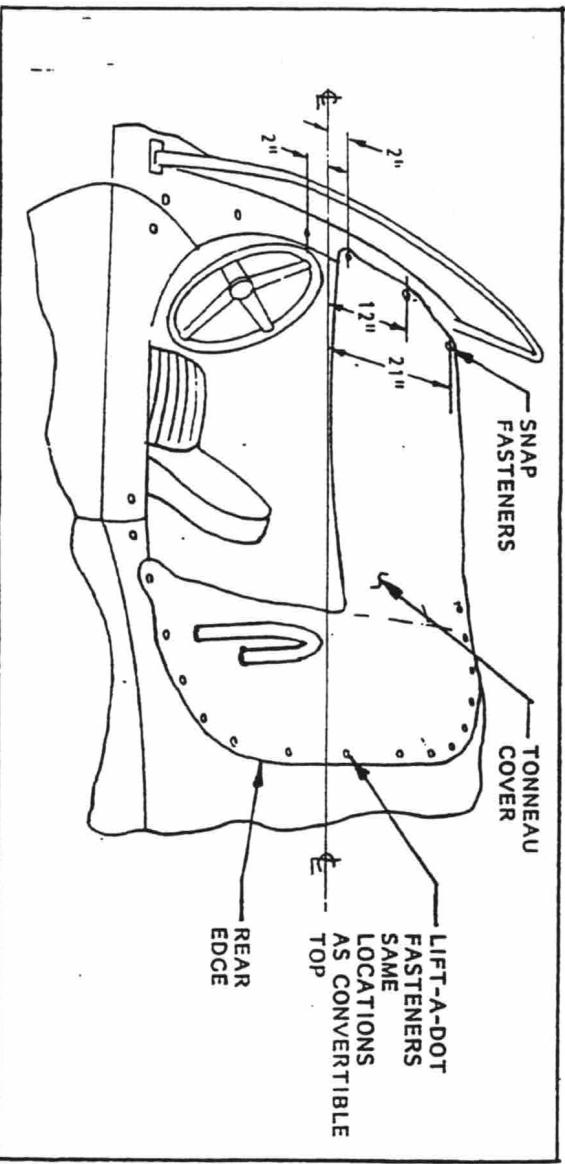


Figure 4-29

NOTE: Place the phillips head of the screw inside of the "U" channel with the lock washer and nut on the latch side of the "U" channel. Trim the screw flush with the nut after the latch has been secured.

TONNEAU INSTALLATION

The rear edge of the optional tonneau cover uses the same type fastener as the convertible top. The front edge uses the snap type fasteners.

Fold the tonneau in half, lengthwise, and mark the center for the front and rear edges. Place the tonneau over the cockpit area

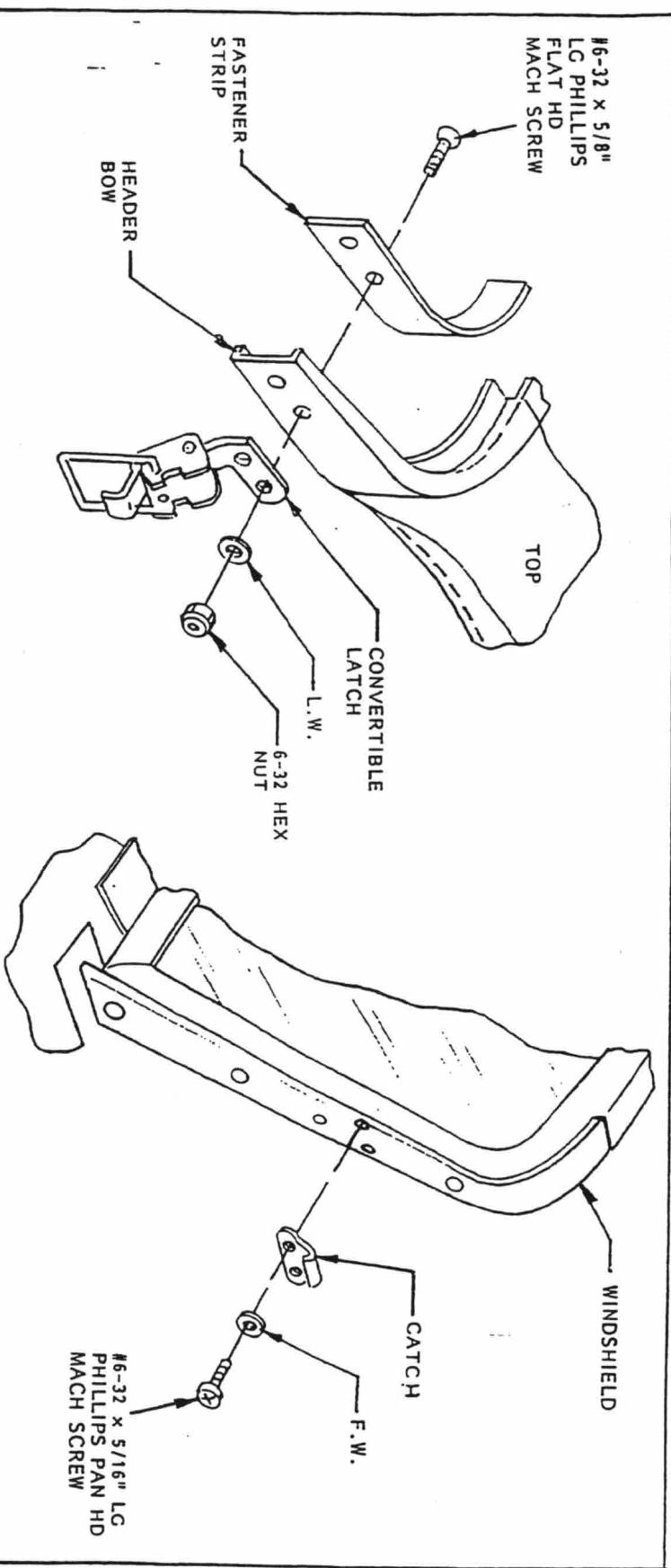


Figure 4-29

and align the front and rear centers with the center line marks on the body and the windshield.

Install the lift-a-dot fastener along the rear edge of the tonneau as per the instructions for the top.

Once all the fasteners have been installed, pull the tonneau forward until it is tight and mark the body along the front edge of the tonneau cover. See Figure 4-29.

Measure from the center line and place the following marks between the front edge mark and the front cockpit lip. The first marks 2" from center, the second marks 12" from center and the last two marks 21" from center. Each of these marks should be centered between the front edge mark for the tonneau cover and the front cockpit lip.

Using a 9/64" drill bit, drill a hole through each of these marks. Install a self-tapping male snap stud into each of these holes.

Pull the tonneau cover tight and mark the location of each snap stud onto the front edge of the tonneau cover. Attach a female snap and button at each of the locations, using the snap tools provided with the snap kit.

The roll bar tonneau is installed the same way but includes additional male and female snaps for the roll bar flaps. Install the buttons and female snap on the upper flap and the male snap and retainer on the lower flap.

WIND WING INSTALLATION

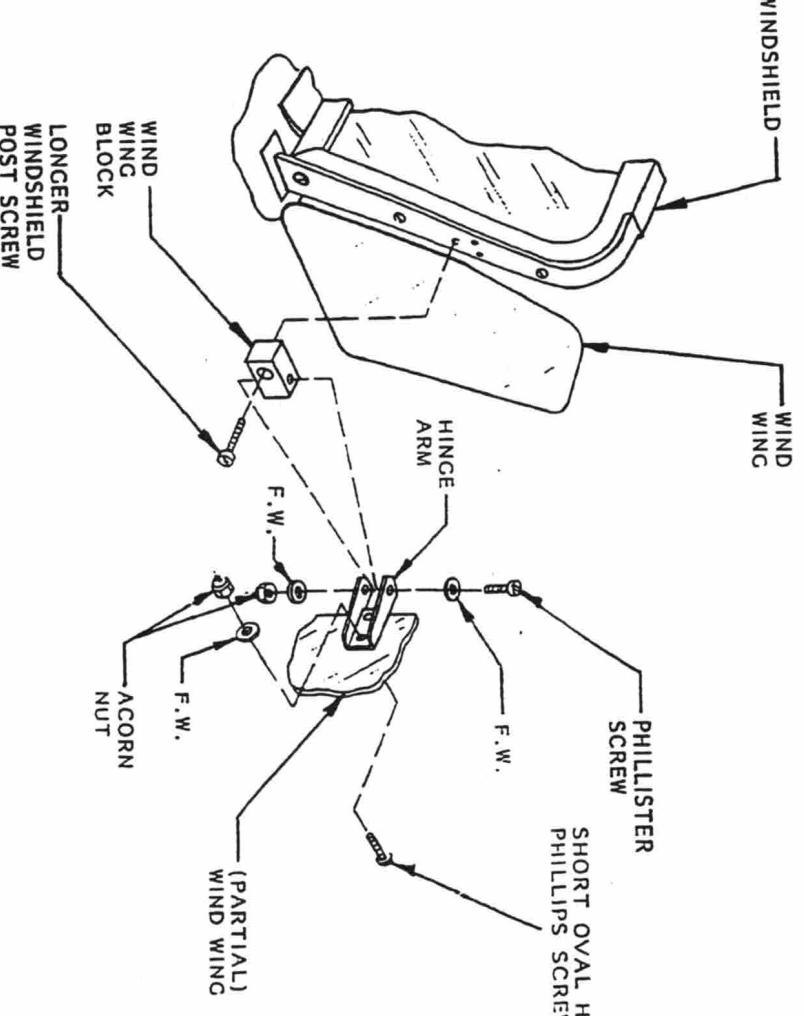
WARNING: Do not overtighten the screws; the wind wings may crack if you do so.

Remove the second and forth windshield post screws and install the wind wing blocks onto the wind wing post, using the longer screws supplied with the wind wing kit. See Figure 4-30.

Remove the protective paper from the area of the wind wing hinge mount and attach the hinge arms to the wind wings, using the short phillips oval head screws and the acorn nuts.

Attach the wind wing hinges to the wind wing blocks, using the common fillister machine screws and acorn nuts. Tighten enough so that the wind wings are not loose, but may be placed into any position with some slight effort.

CHECK: Ensure that the top latches clear the wind wings when the top is installed.



Once the wind wings have been installed, remove the protective paper from the whole area of the wings.

SUN VISOR INSTALLATION

Attach the sun visor mount tabs to the upper windshield, using the #6-32 phillips oval head screw in the sun visor klt. See Figure 4-31.

Remove the protective paper from the hinge areas and attach the hinges to the sun visor; using the short fillister screws and the acorn nuts. Install the hinge block on the hinges, using the long fillister screws and acorn nuts.

Slide the hinge blocks onto the mounting tabs on the windshield and secure the block by tightening the allen head set screw on each block.

NOTE: Do not over tighten the screws on the sun visors, or they will crack.

Once the sun visors are installed, remove all of the protective paper.

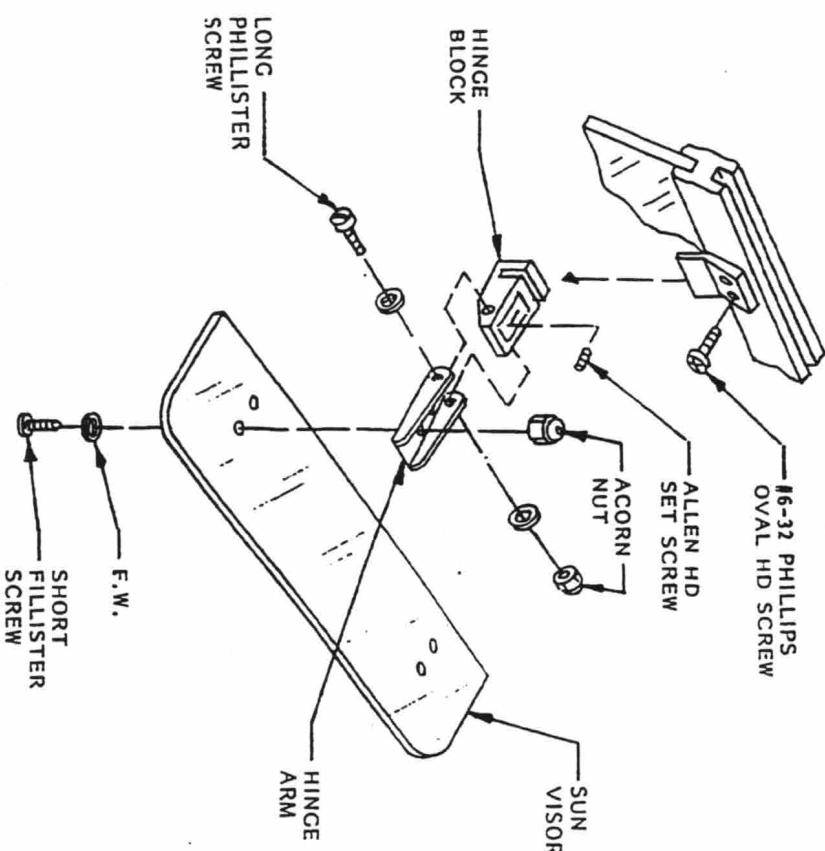


Figure 4-31

DOOR AND TRUNK SEAL INSTALLATION

Apply the door edge seal to the inside edge of the door. Apply the same self-adhesive seal to the raised section of the trunk opening on the body. See Figure 4-32.

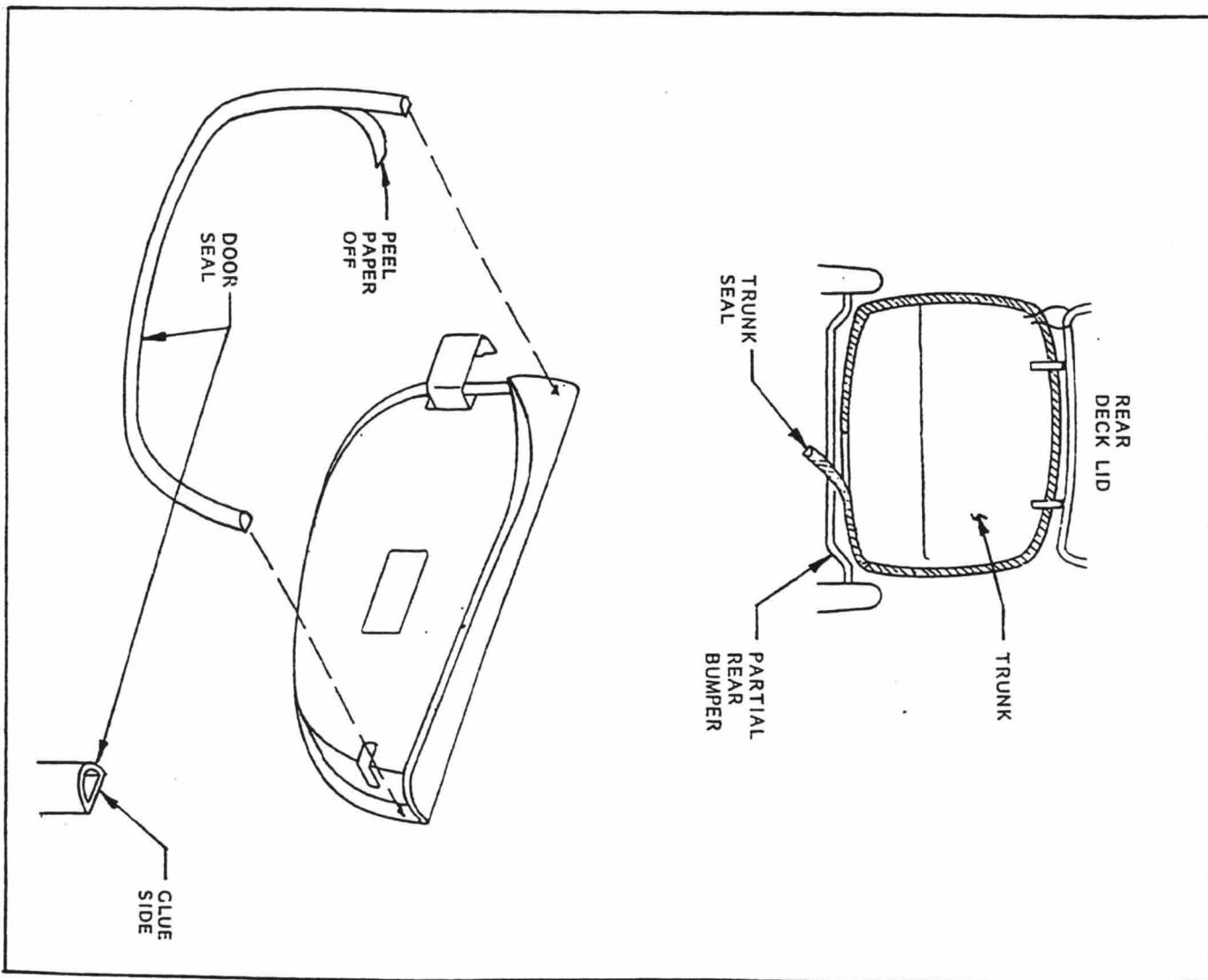
EXHAUST INSTALLATION

Due to space limitation, it will be difficult to run the exhaust over the rear axle. Therefore we recommend that the exhaust exit out the side of the car, just forward of the rear wheels. You may use the stock manifolds or the optional Classic Cobra headers/side pipe, available from our parts department. See Figure 4-33.

NOTE: Prior to the installation of the side pipe, the side pipe opening must be removed from the body. See Chapter 3, Section A.

Remove the stock manifolds, and install the Classic Cobra headers. There is a slight difference between the left and right hand header. The collector is offset towards the front of the car so that it is aligned with the side pipe opening.

NOTE: To greatly reduce engine compartment heat, the exhaust headers should be wrapped with an after-market thermal barrier tape.



Once both headers are installed, slide the elbow for the side pipes over the header collector and secure by tightening the pinch block bolt.

Insert the baffle into the side pipes and slide the side pipes over the elbow.

Drill a $1/4"$ hole $1/2"$ from the end of the side pipe mount angle. Attach the angle to the side pipe, using $1/4 \times 1"$ hex head bolt, two $1/4"$ flat washers, one $1/4"$ lock washer and one $1/4"$ hex nut.

Place a jack under the center of the side pipe and raise the side pipe until it is level. Adjust the side pipe outlet so that it is straight up and down. Position the mounting angle onto the outside frame tube and drill a $1/8"$ pilot hole through the angle and the frame tube.

Remove the mounting angle and drill a $1/4"$ hole through the pilot hole. Drill the pilot holes on the frame, using a $7/32"$ drill bit. Attach the mounting angles to the frame, using two $1/4 \times 5/8"$ hex washer head self-tapping screws.

NOTE: For additional security the mount angles may be welded after the side pipes have been secured.

Reattach the side pipe mounting angle, using the original hardware and tighten the pinch block bolts on the side pipe and elbows securely.

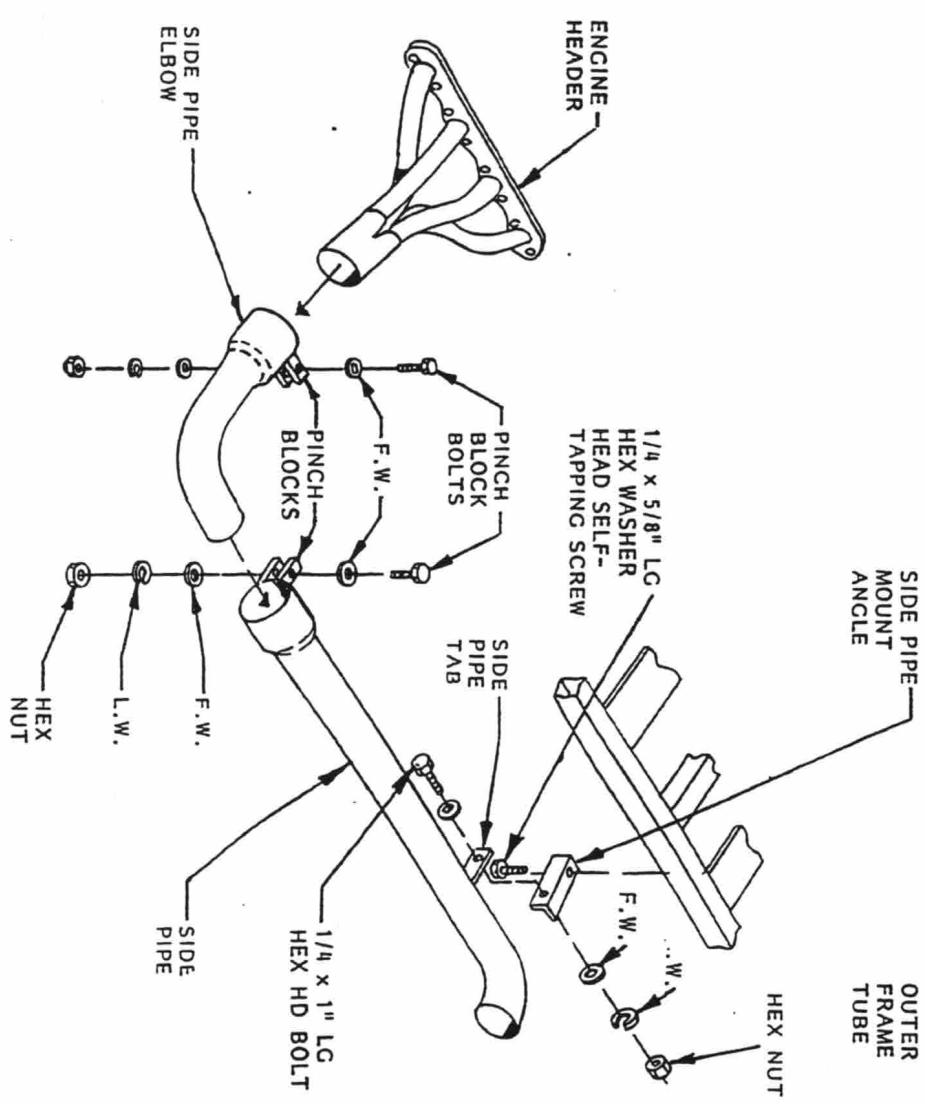


Figure 4-33

LOWER FRONT VALANCE INSTALLATION

The optional lower front valance is used to protect the radiator from road debris and improve cooling by ducting air through the radiator.

There are four flanges on the lower valance. The two vertical flanges mount to the outer side of the bumper support tubes. The horizontal flange mounts to the inside edge of the oil cooler chin and the underside of the front crossmember.

In the flat section of the lower valance there are two "V" shaped grooves. These will be used to prevent water from collecting inside the valance. Drill a series of $3/16$ " holes through the bottom of the "V" in each of these grooves.

Position the forward flange against the inside of the chin and raise the rear flange towards the crossmember. As you are raising it will contact the sway bar, if installed, and the radiator hose or the lower radiator hose mount. It will be necessary to trim the lower valance to fit these items. Mark where the sway bar contacts the valance and draw a diagonal line from that point to a point 5"

along the line and 4" down from the top edge of the vertical flange. Mark two additional lines, one 1" above the 5" line, and one 1" below the 5" line. These lines mark the slot that must be cut for the sway bar. Mark a 2" circle 1" from the end of the 5" line to round off the end of the slot.

Using a jigsaw remove the slots for the sway bar from the lower valance.

Place the lower valance back into position and raise the rear flange until it contacts the radiator hose or the hose mount. Mark where it contacts onto the lower valance and remove the lower valance.

Measure from the underside of the crossmember to the lowest portion of the hose. Add $3/4$ " to that measurement and mark that onto the lower valance, down from the mark where the hose touched. Measure the width of the radiator hose and add 1 inch to that measurement. Half the measurement and use the half measurement to draw two parallel lines on either side of the center mark. Draw a circle, the width of the measurement, a half measurement from the end of the center line.

Drill four $7/32$ " holes through each vertical flange into the bumper support tube. Attach the vertical flanges to the bumper support tube, using four $1/4 \times 5/8$ " hex washer head self-tapping screws, and four $1/4 \times 1 \frac{1}{4}$ " fender washers.

Drill four $7/32$ " hole through the rear flange into the crossmember and attach the rear flange to the crossmember, using four $1/4 \times 5/8$ " hex washer head self-tapping

CHECK: Place the lower valance back into position and check to ensure that it does not touch the sway bar or the radiator hose. Trim, if necessary, to maintain roughly 1" clearance.

Place the lower valance into position and clamp the rear flange to the crossmember.

Drill four $3/16$ " holes through the chin and the overlapping forward flange. Countersink each hole and attach the flange to the chin, using four $\#10 \times 3/4$ " philips oval head machine screws, four $\#10$ flat washers, four $\#10$ lock washers, and four $\#10$ hex nuts.

Drill four $7/32$ " holes through each vertical flange into the bumper support tube. Attach the vertical flanges to the bumper support tube, using four $1/4 \times 5/8$ " hex washer head self-tapping screws, and four $1/4 \times 1 \frac{1}{4}$ " fender washers.

Drill four $7/32$ " hole through the rear flange into the crossmember and attach the rear flange to the crossmember, using four $1/4 \times 5/8$ " hex washer head self-tapping