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CONSTRUCTION MATERIAL, TOOLS AND POWER TOOLS

Essential Hand Tools 1. Complete Socket Sets - both Metric and Standard
2. Screwdrivers - both Standard and Phillips
3. Straight – Edge
4. Tape Measure

Helpful Hand Tools 1. Open End and/or Box Wrenches
2. Pop Rivet Gun, Various Size Rivets
3. Wire Terminal Crimping Tool
4. Hacksaw
5. Set of Wood Working Hole Saws or Adjustable Hole Cutter

Essential Power Tools 1. Electric Drill
2. Jigsaw

Helpful Power Tools 1. Rotary Sander/Grinder
2. Hydraulic Floor Jack and Jack Stands

Essential Construction Materials 1. Assorted Sheet Metal Screws
2. 40, 120, 240 and 400 grit Sandpaper
3. Electrical Tape
4. Silicone Seal

Helpful Construction Materials 1. Epoxy Adhesive Kit
2. Epoxy Putty/Filler
3. VW Service Manual

SELECTING A VW TO USE FOR YOUR AZTEC 7

First, the variants (Fastbacks and Square backs) and Super Beetle series are not suitable.

When buying a VW to use with your Aztec 7 kit, remember the necessities are the floor pan, complete front end, transaxle and engine. If these parts are complete and not damaged, the car is useable. Don’t be fooled by a bent-up rusted body.

The following inspection checklist can be used as a guide to aid you in choosing a chassis/engine system:

1. Floor pan – check for bent flanges, rust, cracks and dents
2. Front End – check for collision damage, bent tie rods, worn ball joints, bent shock towers, worn steering gear and bearings.
3. Transaxle – check for proper clutch operation and smooth shifting; listen for noise from gears and universal joints while rolling the car forward; inspect trans case for leaks and metal chips in oil.
5. Engine – inspect engine oil for leaks, low compression and smoking exhaust.

Description of Model Year, Engine and Chassis

1961-1965
   Engine 1200CC-40 hp
   All Synchromesh transmission
   Swing arm rear suspension, link pin front suspension

1966
   Hp increased to 50 hp
   Ball joint font suspension

1967
   Engine 1500cc-53 hp
   12 volt electrical system
Dual brake system
Two speed windshield wipers

1968
Auto stick shift
4 bolt wheel pattern

1969-1970
Engine 1600cc – 57 hp
Swing axel replaced by CV joints
Steering column and ignition lock

1971
63 hp

1972-1973
VW diagnostic system installed

1975-1977
Electronic Fuel Injection
Alternator with integral regulator

REMOVING THE VW BODY

Tools Necessary
Metric wrenches and sockets – 16mm to 19mm
1-1/8 inch socket
Standard and Philips Screwdrivers
Hammer
Cold Chisel
Penetrating Oil
VW Service Manual

Parts to Save From VW Body
Chassis, engine, transaxle and front end
Complete Steering Column and hardware
Voltage Regulator
Gas Tank and Gas Tank Mounting Clips
Battery
Brake Fluid Reservoir and Hoses
Headlight Dimmer Relay
All Body Mounting Bolts and Body Washers

DISSASSEMBLING THE VW

1. Remove the front and rear seats
2. Remove the battery (save brackets)
3. Remove voltage regulator
4. Remove the four bolts from the rear body mounting flange (save)
5. Remove the bolt from each side under the rear seat back cushion
6. Remove the seat belts
7. Disconnect the speedometer cable from the left front wheel
8. Pull the speedo cable through the hub by pulling it from the inside of the spindle.
9. Remove the cardboard covers over the dash and gas tank in the luggage compartment.
10. Locate and remove the headlight dimmer relay and save
11. Remove the speedometer cable by disconnecting the cable from the speedometer and pulling the cable out of the body.
12. Drain the fuel tank
13. Remove the four gas tank brackets and bolts. (save the brackets)
14. Disconnect filler hose from the tank. (*68 and later)
15. Remove the fuel tank and set aside for use later
16. Remove the brake reservoir complete with metal hoses. Leave the flexible rubber connecting hoses on the master cylinder. Two 5/16 inch bolts will work well.
17. Disconnect the wires from the brake master cylinder switches
18. Identify the wires into the passenger compartment through the hole in the dash under the steering column
19. Pull these wires into the passenger compartment through the hole in the dash under the steering column.
20. Remove the horn ring cover with a small screwdriver
21. Disconnect the ground wire at the horn ring.
22. Remove the steering wheel nut and spring washer.
23. Remove the steering wheel with horn ring.
24. Remove the turn signal canceling cam from the bottom of the steering wheel and save it.
25. Remove and save the retaining circlip from the steering column
26. Remove the bolts that secure the steering column bracket to the dash.
27. Pull the steering column housing off the steering column shaft. Also remove and save the rubber grommet at the base of the housing.
   (NOTE: If vehicle was equipped with a locking steering column, the ignition key must be switched "on" before the housing can be removed.)
28. To remove the steering column shaft: unbolt the steering shaft from the steering box at the flexible coupling. Save the bolts and nuts for use later. Push the steering shaft toward the passenger compartment. When the flexible shaft is free from the steering box, pull the shaft up and forward, out of the body.
29. Remove the bolts that secure the body to the front torsion tubes beneath the area occupied by the gas tank. Save these bolts.
30. Raise the rear of the car and remove the rear wheels. Rear body mounting bolts will be found just forward of the shock absorber mounts. Remove these bolts. Make certain the car is securely supported as considerable force may be necessary to remove these bolts.
31. Remove the flexible tubes between the heat exchangers and the body.
32. On newer models, remove the rear equalizer spring (stabilizer bar).
33. Replace the wheels and lower the car to the ground.
34. Disconnect the wiring from the main harness to the engine. These wires will be:
   a. From the oil pressure sender located just below the distributor
   b. Two wires on the generator
   c. The wires on the starter motor
   d. The wire from the main harness to the coil.
35. Working under the car with the car on the ground, remove all body bolts. Save the "U" shaped washers.

Removing the Body

Before trying to lift off the body, make certain the following steps have been performed.

1. All body bolts removed.
2. Steering column disconnected and removed.
3. Engine and brake wiring removed.
5. Rear stabilizer bar removed (newer models).

   The body can now be lifted off with a block and tackle or several strong friends. Lift the body to the side of the chassis, not over the front or rear.
CHASSIS PREPARATION

Refer to Figure 4

1. Now is the time to repair or replace worn engine, chassis, transmission, and suspension components because they will be easily accessible.
2. Remove battery brackets from the floor pan with a cold chisel.
3. Chisel off the two back seat heater cable tubes.
4. Using a hacksaw, saw off the jacking sockets flush with the edge of the floor pan flanges.
5. Use a cold steel chisel again to remove the seat rails on both sides of the pan.
6. Repair any floor pan damage using fiberglass cloth and resin. On small holes use silicone sealant. These materials are available at most auto supply stores.
7. Clean the entire chassis. This can be done at home with engine degreaser or by professional steam cleaning. Steam cleaning is advisable.
8. After chassis has completely dried, remove all rust, using a wire brush.
9. Paint the entire chassis with a good rust preventive paint.
Figure 4a VW Chassis

Figure 4b Removing Seat Rail
SOFTENING FRONT SUSPENSION

Because the Aztec 7 fiberglass body is lighter than the Volkswagen body, the front suspension must be modified or "softened," to compensate for the weight reduction.

Tools Required
- Wrenches
- Screwdrivers
- Scribe
- Welding torch -Optional

Refer to Figure 5a and Figure 5b

1. Place the front of the chassis on jack stands.
2. Disconnect the brake lines on each side of the I-beam, by removing the holding clips and unscrewing the connecting lines.
3. Disconnect the front suspension from the chassis, by removing the four bolts on the I-beams.
4. Scribe two lines around the lower torsion bar tube housing, 2" to the right and 2" to the left of the center bolt on the tube.
5. Using a pipe cutter, cut around the torsion bar tube housing, along the lines scribed in Step 5. Cut only through the tube housing do not cut the torsion bars enclosed within the housing.
6. Re-install the front end on the chassis. Do not re-connect the brake lines and steering damper at this time if you plan to do your own welding. When the procedure is complete, the 4" cut portion of the housing (with the center bolt) should move freely from the remainder of the housing when weight is applied.
7. Place approximately 175 lbs. of weight on the front of the I-beam. (A person standing on the I-beam will accomplish this.) With the proper weight applied, the lower torsion bar should be 8" from the ground.
8. Tack weld the center portion of the tube housing back to the sides of the tube housing in the same, weighted position obtained in Step 7. (NOTE: All welding can be done when the car is totally assembled. The car can be driven to a gas station for welding.)
9. Remove the I-beam from the chassis and permanently weld the center of the torsion bar tube housing to the side housing.
10. Re-install the I-beam onto the chassis. Reconnect the brake lines using the original clips, etc.

NOTE: Step #8 to be done with tires to be used on chassis.

NOTE: Stock VW shocks are recommended. The height can be reduced by cutting the rubber stops at the top of shocks in half.
DECAMBERING REAR SUSPENSION

Tools Required  Jack Stands  
Wrenches

Refer to Figure 5a and Figure 5b

1. Place the rear wheels of the VW chassis on jack stands or blocks, and remove the rear wheels.
2. Unbolt the four bolts that hold the torsion bar dust cover cap, and the three bolts that hold the spring plate to the rear axle.
3. Remove the dust cover and rubber bushing covering the torsion bar and spring plate splined edges as shown in Figure 5.
4. Scribe a line across the surface of the spring plate and torsion bar splines to establish a reference point.
5. Once the reference point is established, pull the spring plate off of the torsion bar, being careful not to pull the inner torsion bar splines (in the center of the torsion tube) rot. At the same time disengage the spring plate from the rear axles. The rear axles will spring rearward out of the spring plate.  
   **(NOTE: Spring plates are under tension when they disengage from the rear axle, keep hands clear.)**
6. Once the spring plate is disengaged, rotate the spring plate one notch counter clockwise on the driver side, and clockwise on the passenger side. The reference point marked above will indicate one notch moved.
7. Re-engage the spring plate at this point on the torsion bar and rear axle in the spring plate. Bolt the spring plate in place at the rear axle with the three bolts from the original assembly.
8. Replace the rubber bushing and bolt the dust cover cap into place, using the bolts from the original assembly.
9. The decambering is now complete. To check the suspension, have someone weighing between 160 and 185 pounds stand on the chassis, near the rear torsion bars. Ron the chassis back and forth. The rear wheels should be almost vertical.  
   **(NOTE: On models using Constant Velocity Joints (CVJ) decambering of the rear suspension may not be necessary (1969 models and up).**

Figure 5B Decambering the Rear Suspension
INSTALLING TAIL SECTION SUPPORTS

Tools Required
2 - 9/16 inch wrenches or socket set
2 - ¾ inch wrenches or socket set

Parts Requires
Ff #Z763 1 set rear body supports and #Z762 hinges
Ff #X137 chassis paint
Ff #1 bolt pack

Refer to Figure 6

Install rear tail section supports to chassis. The illustration below shows both hangers in place on the mounts formerly used to secure the VW body. When the tail section is installed, shims (washers) may have to be placed under the front, rear or both hanger mounting feet, to precisely align the tail section with the main body. Make certain the movable end plates are extended to the very end and the pivots are positioned downward. A diagram of the installation is shown in Figure 6.

Figure 6 Tail Section Supports
INSTALLING HEATER VENT TUBING

Tools Required  Knife  Caulking Gun

Parts Required  Ff #X180 heater tubing  Ff #MX193 Silicone

Refer to Figure 7

Cut two lengths of heater tubing 24 inches long each. Apply a bead of silicone all the way around the tube approximately 1 inch from the end as illustrated in Figure 7. Install heater tube in the heat exchanger on the engine. Seal this joint with silicone.

Figure 7 Installing Heater Vent Tubing
MOUNTING THE VOLTAGE REGULATOR

Tools Required
- Electric Drill and Drill Bits
- Screwdriver
- Wire Cutter/Stripper

Parts Required
- 14 Gauge Wire
- 12 Gauge Wire
- Wire Terminals
- #10 X ½ inch Metal Screws

Refer to Figure 9

Locate the regulator on the fan shroud directly above the generator/alternator flange. Mark and drill two holes and fasten the regulator to the shroud using #10 X 1.2 inch sheet metal screws. A ground wire of 14-gauge wire should be cut and installed under one of the regulator mounting screws and the other end fastened to the generator where the original ground wire was connected. Use terminals on the ends of the wire. Connect the D+ terminals on the regulator and the generator with a length of 12 gauge wire. Make up and connect a piece of 14 gauge wire to the D.F. terminals on the regulator and generator.

Figure 9 Voltage Regulator
INSTALLING GAUGE SENDING UNITS

Tools Required  Crescent Wrench

Parts Required   Ff #X166 Temperature Sender
                Ff #X169 Pressure Sender

Refer to Figures 8, 10 and 11

Remove the VW oil pressure-sending unit. This is located at the base of the distributor. Install the Fiberfab oil pressure-sending unit in the same location. The location of the sending unit is shown in Figure 8.

Remove the oil dipstick and replace it with the oil temperature sending unit following the instructions included with the sending unit kit. See Figure 10.

Replace the stock air cleaner with a low profile air cleaner.

Figure 8 Oil Pressure Sending Units
Figure 10 Oil Temperature Sending Unit

Figure 11 Air Cleaner
INSTALLING THE CENTER CONSOLE

Tools Required
Drill
3/8 inch Drill Bit
Jigsaw
3/8 inch Socket Set

Parts Required
Ff #Z411 Floor Console
Ff #X120 Shifter

Refer to Figures 12, 13 and 14

1. Cut the openings in the console for the shifter and hand brake lever. Use the plate in the shifter kit for the shifter opening pattern. Dimensions for the hand brake are shown in Figure 12.
2. Remove the old shifter
3. Slide the center console over the hand brake lever as shown in Figure 13.
4. Install the new shifter as shown in Figure 14.

Figure 12 Lower Console
Figure 13 Installing Lower Console

Figure 14 Installing Shifter
INSTALLING OF SPEEDOMETER CABLE

Tools Required  Needle Nose Pliers
Parts Required  Ff #X187 Speedometer Cable

Refer to Figure 15

Push the speedometer cable through the left front spindle and hub dust cover. Insert cotter pin through cable end.

Figure 15A Placement of Speedometer Cable Through Wheel

Figure 15B Detail: Cable End and Cotter Pin – Outside of Wheel
MAIN BODY PREPARATION

1. Cutting the Windshield Opening

Tools Required
- 40 Grit Sandpaper
- Tape
- Drill
- 3/8 inch Drill Bit
- Jigsaw

Refer to Figure 16

Cut the opening in the front of the main body for the windshield. Start the cut by drilling a 3/8-inch hole and insert saw blade in this hole. A line is scribed ¾ inch from the lip in the body as illustrated in Figure 16. When cutting be careful to leave the scribe mark on the finished part. Then using the 40 grit sandpaper and a sanding block, sand all the edges smooth to the scribed mark.

Figure 16 Windshield Opening

2. Cutting the Rear Opening

Tools Required
- 40 Grit Sandpaper
- Tape
- Drill
- 3/8 inch Drill Bit
- Jigsaw
- Scribe

Refer to Figure 17

A template for the rear window opening is furnished with the assembly manual. Remove the pattern from the book and tape it in place in the rear opening. Scribe the fiberglass around the edge of the pattern as shown in Figure 17. Cut out along the scribed lines and sand smooth.
3. Cutting the Door Openings

Tools Required
- 40 Grit Sandpaper
- Tape
- Drill
- 3/8 inch Drill Bit
- Jigsaw

Refer to Figure 18.

Cut the opening on each side of the main body section. Sand to the scribed lines.
4. Defroster Installation

Tools Required
- Drill
- 5/16 inch Drill Bit
- Tape
- 2 – 7/8 inch wrenches or sockets

Parts Required
- Ff #X14111 Defroster
- Bolt Kit #2

Refer to Figures 19 and 20

Measure and drill holes as shown in Figure 19 using a 5/16-inch drill bit. Install defroster motor on the inside of the car. The air outlet ducts should face up. Bolt motor in place as illustrated in Figure 20 using the #2 Bolt Kit.

Figure 19 Defroster Installation – Location of Bolt Holes
5. Windshield Wiper Motor Installation

Tools Required
- Drill
- 5/16 inch Drill Bit
- 5/8 inch Drill Bit
- 2 – 7/16 inch Wrenches

Parts Required
- Ff #Z767 Power Motor
- Ff #Z782 Pivot Shaft
- Ff #Z783 Drive Arm
- Bolt Kit #3

Refer to Figures 21 and 22

Measure and mark the windshield cowl for holes to be drilled to mount the wiper motor as shown in Figure 21. Use the dimple at the center of the windshield opening to locate the vertical line. Use a 5/8-inch drill bit to drill the center hole for the wiper motor pivot shaft. Drill the two outer holes for the mounting bracket using a 5/16-inch drill bit. Install the wiper motor as illustrated using bolt kit #3 as shown in Figure 22. DO NOT INSTALL wiper arm Ff #Z768 and blade Ff #Z769 at this time.

Figure 21 Motor Location Top View

Figure 22 Wiper Motor
6. Drill Holes for Wiring Harness

Tools Required

Drill
1-1/2 inch hole saw

Refer to Figures 23 and 24

Use a 1-1/2 inch holes saw to drill holes in the firewall and inner liner as shown in Figures 23 and 24.

Figure 23 Wiring Harness – Drill Hole Location
Figure 24 Wiring Harness – Drill Hole Location

INSIDE MAIN BODY - DRIVER SIDE INNER PANEL

4 1/2"

16"

Figure 25 Dashboard and Overhead Console

DASHBOARD

SAND UNFINISHED FIBERGLASS EDGES

OVERHEAD CONSOLE
7. Preparation of Dash and Overhead Console

Tools Required
- 40 and 120 Grit Sandpaper
- Jigsaw
- Flat Black Paint
- Medium Steel Wool
- Scissors
- 1-1/2 inch brush
- Drill
- ¼ inch Drill Bit
- 3 inch Hole Saw
- 2-1/6 inch Hole Saw
- 1-1/2 inch Hole Saw
- ¾ inch Hole Saw
- ½ inch Hole Saw
- Rattail File

Parts Required
- Ff #Z410 Overhead Console
- Ff #MX194 Contact Cement
- Ff #Z409 Dash
- Ff #Z788 Veneer
- Ff #X141H Defroster Kit
- Ff #Z759J Dash Pad

Refer to Figure 25 Through 30

Trim all flanges using 40 grit sandpaper. Then sand smooth using 120 grit sandpaper. Using medium steel wool, rub the entire dash and console until the glass is removed. Then spray with flat black paint supplied with the kit.

Remove the template from the assembly manual and lay them out on the veneer as shown in Figure 26. Trace the edges of the templates on the veneer and cut the veneer as just marked using scissors. Check to see that veneer fits the dash and overhead console.

Figure 26 Layout of Templates on Veneer
Use a brush to apply contact cement to the back of the veneer and faces of the cash and console. Follow instructions on the can of cement and apply the veneer to the cash and console.

Mark the veneer for holes to be drilled for gauges and switches mounted in the dash and console using the templates. Now drill all the holes using the proper size drill bits and hole saws as indicated on the templates.

Drill holes in top of the dash for defroster outlets at location shown in Figure 28. Slide the dash pad over the dashboard. Push the pad back as tightly as possible and mark the location of the defroster outlets from under the dash. Remove the dash pad and cut the holes for the outlets where marked. Replace the pad on the dash and install defroster outlets as shown in Figure 30.

Figure 27 Drill Through Dashboard and Veneer Per Templates

Figure 28 Location of Defroster Vents

Figure 29 Padded Dash Over Dashboard

Figure 30 Defroster Vent Installed In Dashboard

8. Installation of Gauges and Switches

Tools Required
- Needle Nose Pliers
- Pliers
- Screwdriver
- Socket Set – ¼ inch

Parts Required
- Ff #Z409 Dashboard
- Ff #Z410 Overhead Console
- Ff #X161 Speedometer
- Ff #X162 Tachometer
- Ff #X165 Oil Temperature Gauge
- Ff #X164 Fuel Gauge
- Ff #X163 Ammeter
- Ff #X135 Turn Signal Indicator Lights
- Ff #X135 High Beam Indicator Light
- Ff #X132 Ignition Switch
- Ff #X142 9 Switches
- Ff #Z784 Wiring Harness

Refer to Figure 31

Install all gauges and switches in dash and overhead console as shown in Figure 31. Wire dashboard according to instructions included with the wiring harness. Do not wire the overhead console.
Figure 31A Dashboard Layout for Gauges

- Speedometer
- Oil Pressure
- Oil Temperature
- Fuel Gauge
- Optional Clock
- High Beam Light
- Ignition Switch
- Optional Cigarette Lighter
- Turn Signal Indicator Lights

Figure 31B Overhead Console Layout

- Emergency Flasher
- Wiper
- Dashlights
- Front
- Defroster
- Tail Lights
- Rear
- Accessory
- Interior Lights
- Headlights
9. Installation of Dashboard

Tools Required
- Drill
- 3/16 inch Drill Bit
- Philips Screwdriver
- 3/8 inch Wrench
- Pop River Gun

Parts Required
- Bolt Kit #4
- Ff #M5604B Wiring Harness Clamp

Refer to Figure 32

Place dash under the windshield opening and drill through the body and dash at the dimples using a 3/16-inch drill bit as shown in Figure 32. You will need a helper to hold the dash in place while drilling. Bolt dash to body using bolt kit #4.

Figure 32A Installing Dashboard
To install courtesy lights, position mounting plate 4 inches in from each end of the underside of the dash flange, with the hole for the light towards the firewall at the front of the main body. Allow ½ inch of fiberglass from the edge of the flange to the edge of the bolt holes as shown in Figure 32B. Use the plate as a template to scribe mounting holes on the underside of the dash flange and drill using a ¼ inch drill bit. Bolt the plate to the dash flange attaching the ground wire from the light to one of the bolts according to the wiring diagram.

Ensure the courtesy light is put into the bracket with the bulb facing downwards. Connect the wiring according to the wiring diagram.

Figure 32B Installing Courtesy Light
10. Routing the Main Body Wiring

Tools Required  
Drill  
3/16 drill bit  
Pop rivet gun

Parts Requires  
Ff #M560E Fuse Block  
Ff Bolt Kit #5, #6

Refer to figure 33, 34 and 35

Run the wiring for the overhead console in the windshield ‘A’ pillar and tape the harness in place as shown in Figure 33. Drill six evenly spaced holes in the reinforcing pipe with a 3/16 drill bit. Using the pop rivets in bolt kit #5, pop rivet six wire harness clamps around the wire bundle to the reinforcing pipe as shown.

Run the wire bundles through the holds drilled earlier in the firewall and inner panel as shown in Figure 34.

Locate the fuse block inside the car as shown in Figure 35. Drill two 3/16 holes to mount the fuse box and fasten the unit in place using the pop rivets in bolt kit #6.

Figure 33A. Wiring Harness Route
Figure 33B. Detail Wiring Harness Clamps to Reinforcing Pipe

Figure 34 Wiring Harness Routing
Figure 35 Fuse Box Installation

FUSE BLOCK

2"

5"

DRIVER SIDE
FIREWALL - INTERIOR
INSTALLING THE MAIN BODY ON THE FLOOR PAN

Tools Required
- Caulking gun
- Drill
- 3/8 drill bit
- 1/4 drill bit
- 1/8 drill bit
- 3/16 drill bit
- Socket Set
- 9/16 wrench
- 7/16 wrench
- Phillips Screwdriver
- Pop Rivet Gun
- Jigsaw
- 40 grit Sandpaper
- 1-1/2 paintbrush
- 5/16 drill bit
- Screwdriver

Parts Required
- Ff #X130 pan gasket
- Ff #MX193 Silicone
- Body Washers saved from VW
- Bolt Kit #7, #8, #9, #10 and #11
- Ff #MX194 Contact Cement
- Ff #M554 Piano Hinge
- Ff #2759K hinge gasket

Refer to figures 36 through 44

Align pan gasket over the edge of the floor pan as shown in Figure 36. Attach the gasket to the pan by placing a dab of silicone about the size of a penny every two feet or so. Press the gasket down before the silicone sets.

Figure 36 Floor Pan Gasket to Chassis

Place the main body section on the pan and move rearward as far as the rear body flange will allow. Make certain the side flanges fit over the ridge in the pan as shown in figure 37.

Once the body is in position, drill up through the pan gasket and body flanges with a 3/8 drill bit, using the existing holes in the pan as a guide as shown in Figure 38. Using the ‘U’ shaped body washers saved from the original VW and bolt kit #7, fasten the body to the pan. Use a fender washer between the bolt head and the fiberglass and the ‘U’ shaped washer between the pan and the securing nut. Place the front and rear center console rugs under the console as illustrated in Figure 39.
Figure 37 Mounting Main Body to Chassis.

Figure 38 Detail: Main Body to Chassis
Figure 39 Carpeting Beneath Lower Console.

Bolt the center console to the dash as shown in Figure 40. Mark the console as shown in Figure 41. Drill through the console and chassis tunnel with a 1/8-drill bit. Fasten the console to the tunnel using bolt kit #9 in the holes drilled.

Cut the flanges on the battery box and luggage compartment as shown in Figure 42 and sand the edges smooth. Hold the box in place as illustrated and drill through the box and rear of the main body section using a 3/16 drill bit. Remove the box and run a bead of silicone along the flanges. Pop rivet the box in place using bolt kit #10.

To install the top of the battery box/luggage compartment, first cement the gasket cover to the piano hinge with contact cement. Place the hinge on the cover, align the center of the hinge with the edges of the compartment cover and drill the holes in the hinge through the cover with a 3/16 drill bit. Remove the hinge and run a bead of silicone on the hinge as shown in Figure 43. Using bolt kit #11 pop rivet the hinge to the cover as in Figure 43.

Figure 40 Bolting Dash to Center Console.
Figure 41 Center Console to VW Floor Pan Location of Bolt Holes

Figure 42 Position Luggage Box on Main Body
Figure 43 Luggage Box Lid and Hinge Attachment

Figure 44 Mounting Lid to Main Body
THE GULL WING DOORS

1. Preparing the Gull-Wing Doors.

Tools Required
- Assorted files
- 40, 80 and 120 grit sandpaper
- Putty Knife

Parts Required
- Body Filler

Refer to Figure 45

File and sand the inside of the door edges to about 3/8 thick as shown in figure 45. Fill low spots with body filler if necessary.

Figure 45A. Door Flange Preparation
2. Cutting the Side Window Openings

Tools Required

- Drill
- 3/8 drill bit
- Jigsaw
- Tape
- 40 and 80 grit sandpaper

Refer to Figure 45

Drill a 3/8 hole in the area where the side glass will be installed. Use the hole for starting the cut with the jigsaw. Cut the opening out and sand to the scribe line as shown. This will leave a ¾ flange for the glass to seal against as shown in Figure 45.

Figure 45B Cutting Side Window Opening
3. Preparing the Door for Latches

Tools Required
- Drill
- 6 Inch Hole saw or Jigsaw
- Tape
- ¼ Drill bit
- Rattail file
- Scissors
- Medium Steal Wool

Parts Required
- Ff #Z731 Door Latch Plate
- Ff #Z787 and #Z725 Door Lock Kit
- Ff #X137 Flat Black Paint

Refer to Figures 46 through 49

On the inside of the door measure 8-1/4 left and right of the center of the door latch indent and 4-1/2 down from the top of the door flange. Mark the intersection of the measurement and cut 6 inch holes at these points as show in Figure 46.

Figure 46 Access Holes for Installing Door Latch.

In the kit are two steel plates for the door latches. Position the plate in the latch inset making certain the plate is resting on the bottom of the door jamb as shown in Figure 47. Drill five ¼ holes as shown. The hole indicated by the arrow should go completely though the outer door skin.

Figure 47 Latch Plate Mounting Holes
On the door latch inset, measure 1-1/2 inches from each corner and drill two 5/16 inch holes. Use a rattail file to open a notch between the holes as shown in Figure 48A.

Figure 48A Notching Door Latch Inset

The ¼ inch hole drilled through the outside door skin earlier is for the door lock cylinder. A pattern of the lock cylinder should be made and traced around the ¼ inch hole. The hole should then be opened up with a rattail file to match the tracing. Install the lock cylinder in the door as shown in Figure 48B.

Figure 48B Door Lock Cylinder

NOTE: HOLE MUST BE SMALLER THAN CHROME HOUSING ON OUTSIDE OF DOOR AROUND LOCK CYLINDER
Use medium steel wool to sand the door flange and window opening. Paint these areas with the flat black paint as shown in Figure 49.

Figure 49A Preparing Door and Window Flanges
4. Locating the Door Hinges

Tools Required  1-1/2 Masking Tape

Refer to Figure 49B

Place the door in the main body door opening and align the top of the door with the roof of the main body and the lower edges of the door with the body. When you are satisfied with the door alignment, tape the door in place.

Measure 3 inches from each outer edge of the door roof and continue the line onto the main body roof as shown in Figure 49B

Figure 49B Location of Door Hinges
5. Mounting the Door Hinges

Tools Required
- Drill
- 3/16 inch Drill Bit
- Tape
- Philips Screwdriver
- 3/8 inch Wrench
- 40 and 80 grit Sandpaper

Parts Required
- Ff #M553 Hinges
- Bolt Kit #12

Refer to Figures 50A, 50B and 51

Position the holes in the door hinge over the lines drawn on the roof and the door top. Center the hinge pins over the space between the door top and the main body roof. Mark the door top and main body roof through the holes in the hinges. Mark all four hinge holes and remove the hinges.

Drill a 3/16-inch hole at all sixteen marks. Drill completely through the fiberglass and the inset metal plate in the roof to the inside of the cockpit area on both the doors and the main body roof as shown in Figure 50A.

Figure 50A Locating Door Hinge Mounting Holes
Bolt the doors to the main body through the hinges with bolts and huts in bolt kit #12 as in Figure 50B.

Open and close the doors to be certain they operate freely. It may be necessary to sand the outer door flange as shown in Figure 51.
6. Installing the Door Assist Cylinders

Tools Required
- Drill
  - 3/16 inch drill bit
- Phillips Screwdriver
- 3/8 inch wrench
- 1-1/2 inch masking tape
- ¼ inch X 20 Tap and Handle

Parts Required
- Ff #Z772 Cylinder Brackets (4)
- Ff #Z729 Assist Cylinder Ball Stud (8)
- Ff #Z727 Door Assist Cylinders (4)
- Ff #Z728 Assist Cylinder Safety Clip
- Bolt Kits #13 and #14

Refer to Figures 52A, B, C, 53A through E

Open the door and locate the assist cylinder bracket on the main body door flange by measuring 3 inches from the edge of the main body door opening. Using the holes in the brackets as a guide, drill through the fiberglass with a 3/16-inch drill bit as shown. Perform the step at the front and rear of each door.

Figure 52A Locating the Assist Cylinder Brackets

Figure 52B Detail: Mounting Bracket
Using bolt kit #13, fasten the brackets to the inside of the flanges as in Figure 52B. Put strips of 1-1/2 inch masking tape on the door ceiling next to the door flange. Close the door and draw a line on the tape along the main body flange by reaching through the window opening as shown in Figure 52C. Draw these lines on both doors. Measure up from the edge of the door flange 13-1/8 inches and draw a horizontal line. Next measure 2 inches in from the line just drawn on the tape and make a vertical line. Locate the bracket by placing the face of the bracket with the single hole upright and next to the line drawn 1-1/2 inches from the flange line marked on the tape as shown in Figure 53. The center of the single hole should be even with the horizontal line marked on the door panel. The dimensions for locating the bracket are shown in the illustration. After locating the bracket as described mark the two holes in the base of the bracket and drill 3/16-inch holes at the marks. Try to drill holes only in the steel plates, not through the door skin. If you drill through the door skin, the holes can be patched with body filler and sanded smooth. Now, tap the holes just drilled with a 1/4 inch by 20 tap.

Fasten the brackets to the doors using bolt kit #14, as shown in Figure 53B. Bolt the door assist cylinder balls to the mounted brackets as shown in Figure 53D. Then push the sockets of the cylinders over the balls and install the locking clip. The large end of the assist cylinder should be attached to the main body as shown.

Figure 52C Locating Assist Cylinder Brackets – Door.
Figure 53A Position Bracket on Doors.

Figure 53B Detail: Mounting Assist Cylinder Brackets to Door.

Figure 53C Assist Cylinder Bracket Installed
Figure 53D Detail: Assist Cylinder Ball Stud

Figure 53E Detail: Ball Stud and Safety Clip
7. Installing the Door Latches

Tools Required  7/16 inch wrench
                Socket Set

Parts Required  Ff #Z731 Latch Plate
                Ff #Z732 Remote Arm
                Ff #Z726 Latch
                Bolt Kit #15

Refer to Figure 54

Attach the door latch to the latch plate with bolts in bolt kit #15. Bolt the plate to the door being certain the pin from the outside lock cylinder fits in the slot in the latch as shown in Figure 54. Trim off the excess pin. Install the remote arm by sliding the end into the slot cut at the top of the plate recess and bolt the arm to the latch as in Figure 54.

Figure 54 Door Latch Assembly
8. Fitting the Striker Plate

Tools Required
Drill
- ¼ inch drill bit
- Jigsaw
- Philips Screwdriver
- Socket Set

Parts Required
- FF #Z730 Striker Plates
- Bolt Kit #16

Refer to Figure 55

Locate the striker plate on the raised area of the doorjamb. Use the striker as a template to mark for bolt holes and the portion of the door jamb to be removed under the striker plate. Drill ¼ inch holes, cut the door jamb for the striker and bolt the plate to the door jamb using bolt kit #16 as shown in Figure 55. The door may be adjusted for proper fit. The upper latch plate is slotted for up and down adjustment and the striker plate allows for sideways adjustment.

Figure 55 Latch Striker Plate
9. Installing the Door Stops

Tools Required
- Drill
  - 5/16 inch drill bit
  - Two ½ inch wrenches

Parts Required
- Ff #Z755 Rubber Adjustment Stops
- Bolt Kit #17

Refer to Figure 56

Using the 5/16-inch drill bit, drill 4 holes in each door jamb at the points indicated in Figure 56. Install the doorstops so they fit snugly on the stops using bolt kit #17

Figure 56 Location of the Door Stops.
10. Preparing the Door for the Installation of the Side Glass

Tools Required
- Drill
  - 5/16-inch drill bit
- Rotary File or Rattail File

Refer to Figures 57 and 58

Place the glass in position of the window flange and center it in the opening. Mark the center line of each hole in the glass on the door ABOVE the window. Remove the glass and drill a 5/16-inch hole on the marks as shown in Figure 57. This is where the glass hinge will attach to the door.

Working from inside the car, drill and notch an opening in the inner liner behind the hole just drilled as shown in Figure 58. This will provide access to the end of the bolt that fastens the window glass hinge to the door.

Figure 57 Locating the Glass Hinge Mounting Holes

Figure 58 Notching Inner Liner
11. Installing the Side Windows

Tools Required
- 7/16 inch wrench
- Standard and Philips Screwdrivers

Parts Required
- FF #Z741 Side Glass
- FF #Z745 Side Glass Latch and Hinge Kit
- Bolt Kit #18

Refer to Figure 59 and 60

Install all hardware on the side glass as shown in Figure 59. Install the side glass in the window opening using bolt kit #18. You may have to grind the bolt head to allow for clearance of the glass when the window is closed as in Figure 60.

Figure 59 Latches and Hinge to Side Glass

Figure 60 Side Glass Hinge Mounting Bolt
INSTALLING THE HEADLIGHT DIMMER SWITCH

Tools Required
Drill
¼ inch drill bit
Socket Set
5/16-inch wrench

Parts Required
Ff #X131 Dimmer Switch
Bolt Kit #20

Refer to Figures 63 and 64

Locate the position for the dimmer switch according to Figure 63 and drill at this point using a 1 inch hole saw. Insert the dimmer switch through the firewall and use the mounting plate of the switch to scribe the two mounting holes onto the firewall. Drill using a ¼ inch drill bit. Again insert the dimmer switch into the firewall, the wiring connections remaining on the front (exterior) of the wall and the movable switch on the interior of the wall. Bolt the switch into place using bolt kit #20. Connect wires to the dimmer switch according to the wiring diagram.

Figure 63 Location of the Dimmer Switch
Figure 64 Detail: Mounting Dimmer Switch to Fire Wall

INTERIOR MAIN BODY SECTION

DIMMER SWITCH

WIRING CONNECTION

FRONT FIRE WALL EXTERIOR
DETAILING THE INTERIOR

1. Installing Headliner

Tools Required
- 1-1/2 inch paint brush
- Trim Knife

Parts Required
- Ff #MX194 Contact Cement
- Ff #Z759L Headliner

Refer to Figures 65 through 70

Paint contact cement on headliner where headliner will meet the raised areas of the inner liner as shown in Figure 66. Do not apply cement to the very rear edge of the headliner. This area must remain accessible for the installation of the tail pins and adjuster stop. Cut a slot in the headliner for the overhead console wiring harness to be pulled through as shown in Figure 66. Paint cement on the raised areas of the inner liner as shown in Figure 67.

Figure 65 Headliner

REAR PORTION OF HEADLINER (APPROX 20") TO REMAIN UNGLUED UNTIL LATER STEP
Figure 66 Headliner and Contact Cement

Figure 67 Contact Cement to Inner Liner
Allow the cement to dry and then press the headliner into place and pull the overhead wiring harness through the slot cut. The edges of the headliner should be wrapped around the edges of the fiberglass as shown in Figure 68.

Paint cement on the windshield pillars. Paint cement in stripes on the pillar material with an additional stripe about 3 inches long on one end as shown in Figure 69. Allow cement to dry and fold that end over about 1-1/2 inches as illustrated. This folded edge is installed where the pillar material meets the underside of the dash as in Figure 69. Place the pillar material on the posts folding the edges around the edge of the fiberglass as described earlier. Paint cement on the underside of the dash and the folded edge of the pillar material. Allow the cement to dry and put material in place as shown in Figure 70.
Figure 70 Headliner to Windshield Pillar

- WINDSHIELD PILLAR
- HEADLINER
- DASHBOARD TOP
- VENT
- 1 1/2" FOLDED END
2. Installing the Firewall Upholstery

Tools Required  Trim Knife  
1-1/2 inch paintbrush  

Parts Required  Ff #MX194 Contact Cement  
Ff #Z759A Rear Firewall Upholstery  

Refer to Figure 71

Apply cement to rear firewall and upholstery and allow to dry. Press the upholstery into place as in Figure 71.

Figure 71 Rear Firewall Upholstery
3. Installing Upholstery on Front Firewall

Tools Required
- Trim Knife
- 1-1/2 inch Paint Brush

Parts Required
- Ff #MX194 Contact Cement
- Ff #Z759B Front Wall Upholstery
  (Note: there are 3 pieces in this group)

Refer to Figure 72

Paint cement on the front firewall and all three pieces of upholstery and let the cement dry. Install the center section first and then the sides. Holes must be cut in the material for the fuse box and dimmer switch.

Figure 72 Upholstery for Front Firewall
4. Installing Side Panels

Tools Required 1-1/2 inch paint brush

Parts Required Ff #MX194 Contact Cement
Ff #Z759C Side Panels

Refer to Figure 73

Apply cement to fiberglass where side panels will be installed. Paint cement on the side panels. Allow cement to dry and press the panels into place.

Figure 73 Side Panels
5. Installing Door Flange Trim

Tools Required
- Drill
- 1/16 inch Drill Bit
- Philips Screwdriver
- Hacksaw
- Fine Tooth File

Parts Required
- Ff #Z707 Flange Trim
- Bolt Kit #21

Refer to Figure 74

Measure the doorjamb and cut a length of trim to fit. Smooth the edges with a fine file. Bend the trim as necessary to fit. Drill holes in the fiberglass using the holes in the trim as a guide with the 1/16-inch drill bit. Fasting the trim using bolt kit #21

Figure 74 Door Flange Trim
6. Upholstering Center Console

Tools Required
- Trim Knife
- 1-1/2 inch Paint Brush
- Drill
- 1/16 inch Drill Bit
- Philips Screwdriver

Parts Required
- Ff #Z759D Center Console Upholstery
- Ff #MX194 Contact Cement
- Bolt Kit #22

Refer to Figure 75

Apply contact cement to sides of console and material that covers the side. Press material in place after the cement has dried. Install the center piece as shown using bolt kit #22.

Figure 75 Upholstery to Console

Note: One-piece type console cover to be installed in the same manner without the trim screws on the top section.
7. Installing Shifter Boot

Tools Required
Drill
1/8 inch Drill Bit
Screwdriver

Parts Required
Ff #X120 Shifter Boot

Refer to Figure 76

Install the shifter boot over the lever. Use the cover as a template for drilling 4 1/8 inch holes as shown in Figure 76. Fasten the boot and cover in place using the screws in the shifter kit.

Figure 76 Installing Shifter Boot.
8. Installing Floor Mats

Tools Required
Trim Knife
1-1/2 inch Paint Brush

Parts Required
Ff #MX194 Contact Cement
Ff #Z759E Floor Mats

Refer to Figure 77

Cement the floor mats in place using the procedure for cementing upholstery described in previous operations. Install the number cover in the same manner. Note: You may not want to cement the number cover in place yet as access to chassis numbers may be necessary to register your completed Aztec 7.

Figure 77 Installing Floor Mats
9. Installing Door Panels

Tools Required

- Pliers
- Drill
  - 1/16 inch Drill Bit
- Philips Screwdriver

Parts Required

- Ff #Z759F Door Panels
- Ff #Z759G Door Panel Pull straps
- Bolt Kit #23

Refer to Figures 78, 79 and 80

Attach the pull strap to the inner panel of the door with 4 screws from bolt kit #23, as in Figure 78. Fasten the ‘S’ hook to the latch arm as shown and squeeze the hook closed with the pliers. Install the door panels by drilling holes through the panel and door liner at points shown in Figure 80. Fasten the panel to the door with trim screws in bolt kit #23.

Figure 78 Door Pull Strap
Figure 79 Door Pull Strap to Latch Arm

Figure 80 Attaching Door Panel
10. Installing Heater Vents

Tools Required
Drill
2 inch Hole Saw
Socket Set

Parts Required Ff #X181 Heater Vent Parts

Refer to Figures 83 and 84

Measure the outside of the rear firewall and cut 2-inch holes as indicated by Figure 83. Install the heater vent outlets as shown in Figure 84. Attach the hose from the heat exchanger to the outlet.

Figure 83 Locating Heater Vents

IDENTICAL POSITIONING ON PASSANGER SIDE
11. Installing the Overhead Console

Parts Required

- Drill
- 3/16 inch Drill Bit
- 1/8 inch Drill Bit
- Philips Screwdriver

Parts Required

- Bolt Kit #25

Refer to Figure 85

Connect the overhead wiring harness to the overhead console per the instructions with the wiring kit. Drill four 3/16-inch holes as shown in Figure 85. Place the console in place and mark the molded plates in the roof through the holes in the console. Remove the console and drill these marks with a 1/8-inch drill bit. Fasten the console in place using bolt kit #25.

Figure 85 Installing Overhead Console
12. Installing the Steering Shaft

Tools Required
- Drill
  - 5/16 inch Drill Bit
  - ¼ inch Drill Bit
  - 2 inch Hole Saw
  - Jigsaw
  - Socket Set
  - Pliers
  - Screwdriver
  - ½ inch wrench
  - Flat File
  - String

Parts Required
- Bolt Kit #26
- Ff #Z785 Steering Column Upper Support
- Ff #Z786 Steering Column Lower Support
- VW Steering Column

Refer to Figures 86 through 94

Drill a ¼ inch hole in the front firewall at the point shown in Figure 86. Place the car on jack stands and remove the left front wheel. Thread a piece of string through the ¼ inch hole and line it up with the center of the steering box and the center of the hole in the dashboard for the steering column. Pull the string tight and check to see if it is straight. If not, notch the ¼ inch hole in the firewall until it is. Once the string is straight, that point will be the center for the 2-inch hole you must now drill.

Figure 86 Locating Steering Column Hole

Remove the steering shaft from the column housing by removing the circlip at end of the shaft as in Figure 87. Slide the column off the shaft.
Figure 87 Steering Column and Shaft

Slide the steering shaft through the dash and the flange. Slip the column housing over the steering shaft through the hole in the dash and into the flange. Refit the column on the steering shaft. Connect the steering shaft to the steering box as in Figure 88.

Center the steering shaft and the flange and drill two 5/16 inch holes. Bolt the assembly together as shown in Figure 89 using bolt kit #26.

Install the steel plate to the steering column using the clamp in bolt kit #26. Do not tighten the clamp yet. Fasten the steel plate to the dash by drilling two 5/16 inch holes using the plate as a guide. Fasten the plate to the dash using bolt kit #26 as shown in Figure 90. Tighten the clam around the column.

Figure 88 Steering Shaft to Steering Box
13. Installing the Steering Wheel

Tools Required
Socket Set

Parts Required
Horn Wire
Ff #X157 Adapter Kit
Ff #X155 Steering Wheel

Refer to the Instructions included with the steering column adapter, steering wheel kit and Figures 93 and 94

Figure 93 Steering Column Adaptors and Steering Wheel
15. Installing the Rear Glass

Tools Required
Knife
Silicone Lubricant
Dull Screwdriver

Parts Required
Ff #Z743 Rubber Glass Gasket
Ff #Z742 Rear Window

Refer to Figures 96, 97 and 98

Trim the rear section of the headliner material flush with the edge of the fiberglass as shown in Figure 96.

Figure 96 Rear Glass Gasket Installation

Place the rubber gasket in the window opening starting at one side and running the gasket all the way around. Trim the end of the gasket off about \( \frac{1}{4} \) inch longer than necessary as shown in Figure 97. Make certain the connecting lip of the gasket is on the outside of the car.

Figure 97 Rear Glass Installation – Gasket

Insert the glass in the channel of the gasket at one corner and work the glass into the gasket channel all the way around the window opening with a dull screwdriver blade. Once the glass is in place, push the connecting lip in place with the screwdriver as shown in Figure 98.

Figure 98 Rear Glass Installation – Gasket Adjustment
16. Installing the Windshield

Tools Required
Knife
¾ inch Masking Tape
Car Wax
Caulking Gun

Parts Required
Ff #MX193 Silicone
Ff #X100 Butyl Tape
Ff #Z740 Windshield
Ff #X137 Paint

Trim the headliner back to approximately ½ inch from the edge of the windshield opening as shown in Figure 99.

Figure 99 Headliner Over Windshield Opening Flange

Mask the edge of the windshield inside to allow approximately 1 inch of exposed glass along the perimeter of the windshield. The area in black in Figure 100 shows the part of the glass not taped. Spray this area with flat black paint.

Figure 100 Windshield Preparation
Apply commercial car wax to the outside of the windshield about 3 inches around the edge. Do not buff out the wax. Tape the main body around the windshield area with ¾ inch tape as shown in Figure 101. Press butyl tape around the edge of the windshield opening as in Figure 101.

Run a bead of silicone between the butyl tape and the corner of the windshield flange as shown in Figure 101. Leave a space of about 1/16 of an inch between the butyl tape and the silicone. You must work quickly now, before the silicone sets.

Figure 101 Windshield Installation – Body Preparation

With the aid of an assistant, lift the windshield into place and position it evenly on the windshield flange as shown in Figure 102. Make certain the windshield rests only on the flange, not the main body. This can be insured by placing two pieces of rubber once in place and run a second bead of silicone around the glass to fill any spaces between the glass and the body. When this application of silicone has partly set, dip your finger in dish detergent and smooth the surface of the silicone. Remove the masking tape and clean wax off the glass when the silicone is completely set.

Figure 102 – Installing Windshield Glass
Figure 103 Detail: Smooth Silicone Along Edge of Windshield
17. Installing the Seats

Tools Required
Drill
5/16 inch Drill Bit
Socket Set
½ inch Wrench
Chalk
1-1/2 inch Paint Brush
40 Grit Sandpaper

Parts Required
Ff #X127 Seat Rails
Ff #Z781 Seat Brackets
Ff #Z759H Seat Back Rugs
Ff #Z759I Seat Covers
Ff #MX194 Contact Cement
Bolt Kit #27
Bolt Kit #28

Refer to Figures 104 through 110

Sand all seat edges smooth and round with 40 grit sandpaper. Mark and drill four 5/16-inch holes at points indicated in Figure 104. Attach the seat adjuster to the seat rails using bolt kit #27. Fasten the seat rail with the adjuster lock to the side of the seat, which has the armrest as in Figure 105.

Figure 104 Locating the Seat Adjusters and Brackets
Figure 106 shows the seat brackets. The four holes in the vertical part are for adjustment of the seat height. Bolt the bracket to each end of the seat rail through the top hole in the bracket. Use bolt kit #27. The 'L' of the bracket should face the center of the seat. Apply contact cement to the rear of the seat back and seat back rug. Allow the cement to dry and press the rug in place as in Figure 107. Install the seat cover in place as in Figure 108.
Set the lockable seat rail in the center position and place the seats in the car as shown in Figure 109. Look at the seat bottom. It must be level from the side to side and should be slightly raised in the front. Adjust as necessary using the vertical holes in the brackets.

Mark the location of the brackets on the carpet for reference, this can be done with a piece of masking tape and find the seat location best suited to you by adjusting the seat as desired.

Once you find the proper seating position, mark the location of the brackets on the rug with chalk. Use the bracket as a template and drill 5/16 inch mounting holes through the carpet and chassis. Bolt the seat brackets to the chassis floor with bolt kit #28 as shown in Figure 110.

Figure 109 Positioning Seat in Body

TOP VIEW:
POSITION SEATS USING CENTER CONSOLE, STEERING WHEEL AND PEDALS AS REFERENCE POINTS
Figure 110 Detail: Seat Bracket to Chassis

SEAT BRACKET

DOOR ➔ TOWARD CENTER CONSOLE

FLOOR PAN, WITH CARPET

WASHER

NUT
TAIL SECTION

Tools Required
Drill
  ¼ inch Drill Bit
  1/16 inch Drill Bit
  3 inch Hole Saw
  Jigsaw
  Tape
  Phillips Screwdriver
  Socket Set
  Carbide Router Bit
  40 and 80 Grit Sandpaper
  Assorted Files

Parts Required
  Ff #Z736 Taillights
  Ff #Z737 Red Side Marker Lights
  Ff #Z738 Four Light Brackets
  Bolt Kit #29
  Bolt Kit #30

Refer to Figures 111 through 118

To cut the louver holes open, drill a ¼ inch hole about 1/6 inch away from the scribe line. Use a carbide router bit to cut the holes open along the scribe lines. File and sand smooth and straighten the edges cut. Figure 111 shows louvers being cut open.

Measure and mark the rear panel for the taillight assemblies using dimensions given in Figure 112. Cut the openings with a jigsaw.

Figure 111 Tail Louvers – Cut Recessed Lines Sand to Scribe
The rear panel will meet the inner panels at right angles on each side of the car. The inner panels must have a 3-inch notch cut in them, as shown in Figure 113, to allow for the fittings of the light assembly.

Figure 113 Inner Panel Notch – Taillights
Place the taillight units in the holes and put the mounting brackets over the bolts in the light units. Secure the taillights in place with bolt kit #29 and in Figure 114.

Figure 114 Installing Taillights
Measure and mark the center for the side marker lights using dimensions shown in Figure 115. Place the light gasket over the center mark and scribe the outline for the lights and cut the hole open. Mark the location of the mounting studs on the tail section and drill them with a 1/8-inch drill bit. Bolt the light in place as shown in Figure 116 using bolt kit #30.

Figure 115 Locating Side Marker Lights

Figure 116 Installing Side Marker Lights
Mark the rear panel as shown in Figure 117 and cut 3-inch holes at these points. This will give access for bolting the bumper in place and wiring.

Scribe two lines, ¾ inch and 5 inches from the bottom edge of the rear panel. Mark four points along each line near the 3-inch access holes as shown in Figure 118. Drill the marked points with a ¼ inch drill bit. These holes will be for the bolts that mount the rear bumper.

Figure 117 Cutting 3-Inch Access Holes

Figure 118 Locating Bumper Mounting Holes On Tail Section
2. Installing the Rear Bumper

Tools Required
- Drill
- ¼ inch Drill Bit
- Hole Saw
- 7/16 inch Wrench
- Socket Set
- 120 Grit Sandpaper
- Two 6-inch ‘C’ Clamps

Parts Required
- Bolt Kit #31 and #32
- Ff #Z758 Two License Plate Lights
- Two Steel Washers

Refer to Figures 119 to 122

Sand the bumper flanges smooth with 120 grit sandpaper. Mark and drill the holes for the license plate lights as in Figure 119. Install the lights as in Figure 120 using bolt kit #31.

Figure 119 Locating License Plate Lights

Figure 120 Installing License Plate Lights
Position the bumper on the rear panel with the lower edge of the bumper even with the lower edge of the body. Clamp the bumper to the body or have an assistant hold the bumper in place as shown in Figure 121.

From inside the car, drill through the eight bumper mounting holes into the bumper flanges with ¼ inch drill bit. Reaching through the 3-inch access holes, bolt the bumper in place as shown in Figure 122 using bolt kit #32.

Figure 121 Positioning Bumper on Tail

Figure 122 Attaching Bumper
3. Installing the Tail Section

Tools Required

- Masking Tape
- Drill
- ¼ inch Drill Bit
- 3/8 inch Drill Bit
- 9/16 inch Wrench
- Socket Set
- 1-5/8 inch Hole Saw
- Rattail File
- 80 Grit Sandpaper
- Two ‘C’ Clamps

Parts Required

- Ff #M560G Wire Ties from Wiring Kit
- Bolt Kit #33
- Ff Z766 Two Tail Section Adjusters

Refer to Figures 123 through 128

Run the wiring for the engine along the tail section supports and fasten to the supports using the wire ties in the wiring kit as shown in Figure 123. Wire the engine according to the directions in the wiring kit.

Figure 123 Routing Wiring to Rear Section

On the rear of each side flange of the main body over the wheel well mark a point 4 inches from the top edge and 1-1/4 inches from the outer edge as in Figure 124. Drill these points using a ¼ inch drill bit.

Figure 124 Locating Holes for Anti-Sway Cushions
Place the tail section on the chassis. The ends of the rear support brackets should fit on the inside of the inner panel as shown in Figure 125. The front of the tail section should meet with the doors at the top of the main body. The wheel well flanges should align with those on the main body. Clamp the tail section to the main body at the wheel well flanges. Place jack stands under the rear of the tail section for support.

Figure 125 Location Support Brackets on Inner Panel

Place the pivot brackets of the tail section supports in a vertical position. Mark the center of the slotted holes in the pivot bracket on the inner panel. Drill these marks with a 3/8-inch drill bit. Bolt the brackets to the liner using bolts left in bolt kit #1 as shown in Figure 126. Remove the clamps and jack stands and check the alignment of the tail section with the main body. The tail can be moved forward or back by adjusting the horizontal pivot bracket on the rear supports. The tail section be raised or lowered at the slotted holes in the pivot bracket attached to the inner panel. If additional adjustments up and down is needed, this can be done at the 'L' bracket bolting the tail support to the chassis. Once the proper alignment is achieved, tighten all nuts and bolts securely.

Figure 126 Pivot Brackets to Inner Panel
Clamp the body and tail section together at the wheel wells with ‘C’ clamps. Using the previously drilled hole in the main body flange as a guide, reach up through the fender well and drill a ¼ inch hole in the matching tail section flange. Remove the clamps.

Raise the tail section to the open position and enlarge the ¼ inch hole just drilled to ½ inch. Bolt the anti-sway bumper in place with bolt kit #33 as shown in Figure 127.

Drill the matching ¼ inch in the main body flange to 1-5/8 inches with a hole saw. Close the tail section to check alignment of the tail section adjusters with the 1-5/8 inch holes. Adjust the hole size by sanding if necessary. See Figure 128.

Figure 127 Installing Anti-Sway Bumper

Figure 128 Alignment – Anti-Sway Bumpers to Main Body
5. Tail Section Holding Pins

**Tools Required**
- Masking Tape
- Drill
- 1/8 inch Drill Bit
- ¼ inch Drill Bit
- 5/8 inch Drill Bit
- Rattail File
- Screwdriver
- Crescent Wrench

**Parts Required**
- Ff #X113 Tail Section Hold Down Pins
- Ff #Z766 Tail Section Adjusters
- Bolt Kits #34 and #35

Refer to Figures 129 through 133

Mark the points for the hold-down pins as shown in Figure 129 and drill these marks with a ¼ inch drill bit. With the tail section in the closed position, mark the main body section through the ¼ inch holes. Open the tail section and drill the marks with a ¼ inch drill bit. Enlarge the hole to accept the hold-down pins by drilling the ¼ inch hole with a 5/8-inch drill bit. Do the same with the ¼ inch holes just drilled in the tail section. Install the hold-down pins in the main body as shown in Figure 130 using the large nuts and washers in bolt kit #34. Enlarge the holes in the tail section using a rattail file so the pins clear the fiberglass when the tail is opened and closed.

When the pins clear the tail section close the tail and place the metal plate over the end of the hood pin. Mark the holes in the plate to the tail section with the screws included in the hold-down pin kit.

Figure 129 Locating Holding Pins on the Tail
**Figure 130 Installing the Holding Pins**

**Figure 131 Installing Holding Pins – Chrome Plate**

- **Holding Pin**
- **Main Body, Roof Exterior**
- **Nut**
- **Washer**
- **Main Body, Roof Interior**

- **Pin in Body, Inserted Through Tail Section**
- **Chrome Plate Over Pin Against Tail Roof, Scribe Mounting Holes and Drill**
- **Tail Section**
Install the tail section adjusters by drilling four 5/16-inch holes in the main body as the points shown in Figure 132. Install the adjusters as shown in Figure 133. Turn the adjusters up or down until the roof of the main body and the tail section are in alignment. The adjusters nearest the hold-down pins should be set so slight pressure is required to line up the hole in the pin and the top of the plate. Use bolt kit #35.

Figure 132 Position of the Tail Section Adjusters

Figure 133 Installing Tail Section Adjusters
6. Tail Section Detailing

Tools Required
- 1-1/2 inch paint brush
- Wire Crimping Tool
- Knife

Parts Required
- Ff #M560AB Wiring Clamps
- Ff #Z774 Brake Light Sockets
- Ff #Z775 Turn Signal Sockets
- Ff #Z776 Backup Light Sockets

Refer to Figure 134

Install the rear edge of the headliner that was left loose when interior was installed

Figure 134 shows the lights in the tail section to be wired. Wire the tail section following the instructions on the wiring kit.

Figure 134 Rear Lighting to be Wired
WEATHER STRIPPING

1. Weather Stripping the Door Jambs

Tools Required
- Phillips Screwdriver
- Knife

Parts Required
- Ff #Z739 Door Opening Weather Strip
- Ff #MX200 Trim Adhesive

Refer to Figures 135 to 137

Remove the metal trim installed earlier. Cut the upholstery that was previously folded over the fiberglass edge allowing about 3/16 inch to remain on the edge as shown in Figure 135. Apply a thin film of trim adhesive to the fiberglass and the weather stripping as illustrated in Figure 136. Press the weather stripping in place around the door. Rim the weather stripping around the door latch. Figure 137 shows the weather stripping installed on the doorjamb. Replace the metal trim strip.

Figure 135 Edge of Upholstery

Figure 136 Weather-stripping to Body
Figure 137 Weather-stripping Installed
1. Preparing The Nose Section

Tools Required
- Masking Tape
- Drill
- 1/16 inch Drill Bit
- 1/8 inch Drill Bit
- Phillips Screwdriver
- Jigsaw
- Rattail File
- 40 and 80 Grit Sandpaper

Part Required
- Ff #Z734 Two Amber Side Marker Lights
- Ff #Z721 Four Headlight Stops
- Bolt Kit #36

Refer to Figures 138 through 140

Cut the three six inch holes at the scribed lines on the front of the nose section. These holes will later provide access for bolting a wiring. Sand the edges smooth with the 40-grit sandpaper. Cut the openings for the headlights along the scribed lines and sand the edges smooth. Figure 138 shows the openings to be cut in the nose section.

Refer to Figure 139 and cut out the gas tank opening at the scribed lines in the nose section. Sand the edges smooth. Cut out and sand smooth the wheel well openings.

Locate the point shown in Figure 140 to identify the center of the side marker lights. Place the light gasket over this point with the middle hole in the gasket centered over the scribed point. Make sure the gasket is straight, then mark the holes in the gasket. Drill the holes for the side marker lights and bolt in place with bolt kit #36.

Figure 138 Preparation of the Nose Section – Trimming to Scribes
Figure 139 Gas Tank Opening – Nose Section

Figure 140 Location of Side Marker Lights
2. Assembling the Headlight Boxes

Tools Required
- Drill
- 5/16 inch Drill Bit
- 3/16 inch Drill Bit
- ¼ inch Drill Bit
- Rattail File
- Jigsaw
- Tape Measure
- Phillips Screwdriver
- ¼ inch Socket Set
- Pliers

Parts Required
- Ff #Z721 Headlight Stops
- Ff #Z720 Headlight Pivots
- Ff #Z723 Four Headlights
- Ff #Z724 Eight Headlight Adjusters
- Ff #Z722 Four Springs
- Bolt Kits # 38, #39 and #40

Refer to Figures 141 through 149

Cut round holes in the headlight boxes on the scribe marks and shown in Figure 141. Trim the back of the headlight boxes on the scribed lines and drill 5/16-inch holes on the marks as shown in Figure 142.

Cut the headlight bezels on the scribe marks and check the fit of the headlights in the bezels. Trim the bezels on the scribed lines and drill four 3/16 inch holes as shown in Figure 143. Place the headlight bezels on the headlight boxes and make sure they fit properly.

Figure 141 Preparation of the Headlight Box
Figure 142 Headlight Pivot Holes

5/16" HOLE EACH SIDE

Figure 143 Preparation of the Headlight Bezels

CUT HEADLIGHT BEZELS TO Scribe LINES
Position the headlight door in the Opening. Position the door in place and check to be certain the headlight boxes fit flush. Tape the door in place once it is in the proper position.

Reaching through the 6-inch hole in the nose and the headlight openings, mark the pivot holes on the inner liner. Remove the doors and drill the marks with a 5/16-inch drill bit as shown in figure 144.

Figure 144 Positioning Headlight Box in Nose.

Install the headlight stop as shown in Figure 145. Drill a ¼ inch hole through the headlight boxes using the holes in the stops as a guide. Fasten the stops to the box using bolts in bolt kit #38. Do not tighten the bolts yet.
Figure 145A Positioning Headlight Stops

Figure 145B Attaching Headlight Stop
Install the pivots at the location shown in Figure 146. Drill the holes through the pivot and light box with a ¼ inch drill bit and install the pivots using bolt kit #38.

Figure 146A Headlight Pivot Bracket

Figure 146B Detail: Headlight Pivot Bracket
Install the headlight adjusters and springs on the headlight boxes. Use the adjusters as templates to locate holes to mount the adjusters. Drill 3/16-inch holes and bolt the adjusters down using bolt kit #39 as shown in Figure 147. Make certain the low beams are to the outside of the car.

Notch the headlight bezels for access to the adjuster as shown in Figure 148.

Figure 147A Headlight Adjusters and Springs

Figure 147B Detail: Headlight Adjuster
Place the headlight bezels of the light boxes and drill a 1/16 inch hole through the box using the holes in the bezel as guides. Assemble the bezel to the box as shown in Figure 149 using the screws in bolt kit #40.
INSTALLING THE HEADLIGHT UNITS

Tools Required
- Drill
- ¼ inch Drill Bit
- 5/16 inch Drill Bit
- Jigsaw
- Tape Measure
- Socket set
- ½ inch wrench

Parts Required
- Ff #Z719 Long Shaft Lift
- Ff #Z718 Two Collars
- Ff #Z717 Two Bearings
- Ff #Z716 Activator Lift Arm
- Ff #Z715 Outer Lift Arm
- Ff #Z714 Two Pivot Arms
- Ff #Z713 Activating Pivot Arm
- Ff #Z712 Motor Bracket
- Ff #Z711 Power Motor Cam
- Ff #Z767 Lift Motor Kit
- Bolt Kits #41, #42, #43 and #44

Refer to Figures 150 Through 157

Install the headlight assembly into the headlight holes in the nose section. Making sure the stops are clear, tape the assembly in the opening and stand the nose section on end. Install bolts through previously drilled pivots. Use washers to shim the space between the inner panel and the headlight boxes. Install two nuts on the bolts using the second nut to lock the first in place as shown in Figure 150. Remove the tape and check to make certain the unit moves freely. Turn the headlight stops out and tighten the bolts and nuts using bolt kit #41.

Figure 150 Pivot Assembly – Headlight Box
Measure the inner panel as shown in Figure 151 and notch the panel as shown.

Figure 151 Notch the Inner Panel

Assemble the lift mechanism out of the car. The long shaft has a lift arm welded in place. Slide a collar on the shaft, then a bearing. The activator lift arm is slid in place next followed by another bearing and collar. Lay the shaft on a table and install the outer lift arm making sure both arms are flat. Drill a 5/16-inch hole through the lift arm and shaft. Bolt the arm to the shaft using bolt kit #42. Figure 152 shows the assembly sequence of the lift mechanism.

Figure 152 Headlight Lift Arm Assembly

Place the lift mechanism in the notches in the inner panel. Make certain there is approximately 1/8-inch clearance around the shaft. Place the bearings on the outside of the panel and use them as a guide to drill 5/16-inch holes in the panel. Bolt the lift mechanism in place as shown in Figure 153 using bolt kit #42.
Refer to Figure 154 and bolt pivot arms to pivots on the headlight boxes using bolt kit #43. Make sure the arms work freely before tightening the jam nuts.
Assemble the motor assembly as shown in Figure 155 using bolt kit #44. Check to see that the cam arm and the activator pivot arm work freely, then tighten the jam nuts.

Figure 155A Motor Assembly – Headlight Lifts

See Figure 155B for measurements. Position motor and bracket. Drill holes and bolt in place with bolt kit #44.

In the wiring harness diagrams it will show the wiring diagram.

The micro-switch is positioned on back of the bracket as shown in Figure 155B. Run a jumper wire off micro-switch normally closed to green wire on the motor. Then run a wire about 6 inches long off of the common on motor switch. Hook a 12-volt battery ground to the steel bracket on the motor. Positioning the headlights in closed position, run motor around so arm is in the same position in shown in Figure 155D and install micro-switch on the steel bracket as shown in Figure 155B. The best way to do this is to take a 'C' clamp and clamp it in, position the micro-switch so the headlight boxes are closed. To make sure the headlights work correctly take the black wire and touch to the hot on the battery. Light boxes should close and stop. When they are open, if they are not stopping all the way adjust hone by turning the bolt in the center of the motor as shown in Figure 155A. Brackets should look like Figure 155D. Now touch common on the micro-switch with the hot wire and the light boxes should now open all the way, if not adjust micro-switch by loosening clamp. After the micro-switch is in the correct position, bolt it in place with bolt kit #44.
Figure 155B Position for Motor Assembly

Inner Panel

Micro Switch

(Underside) Top of Front Section
Figure 155C Arm Position – Headlights Open

Figure 155D Arm Position – Headlights Closed
Bolt the motor bracket to the inner panel using the holes in the bracket as a guide to drill ¼ inch holes in the panel. Allow for free movement between the lift arm and the activator pivot arm before tightening jam nuts. Use bolt kit #44 for this operation.

Figure 156A Motor Bracket to Inner Panel

![Motor Bracket to Inner Panel](image1)

Drill through the activator lift arm and the lift mechanism shaft with a 5/16 inch drill bit. Make certain the arm is in the neutral position as shown in Figure 157 before drilling the hole. Bolt the arm to the shaft with bolt kit $42.

Figure 156B Lift Arm to Pivot Arm

![Lift Arm to Pivot Arm](image2)

Figure 157 Drill Activator Lift Arm and Shaft.
INSTALLING THE FRONT BUMPER

Tools Required
Drill
¼ inch Drill Bit
Socket Set
7/16 inch Wrench
40 grit Sandpaper
Jigsaw
Caulking Gun

Parts Required
Ff #Z735 Running Lights
Ff #Z770 Grill
Ff #Z773 Front Running Sockets
Ff #MX193 Silicone
Bolt Kit #37 and #45

Refer to Figures 158 through 163

Sand all the edges of the bumper smooth with the 40 grit sandpaper. Cut the holes as shown in Figure 158 at the pre-scribed lines.

Figure 158 Preparation of the Front Bumper

Place the parking light in the small opening and mark the bumper flange using the holes in the light bracket as a guide. Drill the marks with a ¼ inch drill bit and install the light as shown in Figure 159 using bolt kit #37.

Figure 159 Install Parking Lights
Run a bead of silicone around the edge of the bumper but out and press the grill in place. Run a second bead around the grill to seal it in place as shown in Figure 161. Allow the silicone to set before proceeding.

Draw a line around the nose section about 1-1/4 inch from the flange. Drill ¼ inch holes as shown in Figure 161. Keep the holes near the access holes in the nose.

Holding the bumper in place, drill through the ¼ inch holes in the hose into the bumper flanges. Use bolt kit #45 to fasten the bumper in place as shown in Figure 163.
Figure 162 Bumper Mounting Bolt Holes

Figure 163 Mounting Front Bumper to Nose
FASTENING THE NOSE TO THE MAIN BODY

Tools Required
- Drill
  - 5/16 inch Drill Bit
  - 3/8 inch Drill Bit
- Tape Measure
- Socket Set
- ½ inch Wrench
- Jack Stands
- ‘C’ Clamp

Parts Required
- Bolt Kit #46

Refer to Figures 164 through 166

Place the nose section against the main body. Place jack stands under the front of the nose for support. Align the nose and main body, then clamp in place.

Mark eight evenly space points along the back wall of the nose about 1 inch from the top edge. Drill the two center marks with a 3/8-inch drill bit as shown in Figure 164. Drill completely through the back wall of the nose and the firewall of the main body. When drilling in this area be careful not to drill into the wiring harness. Use bolt kit #46 to bolt the nose to the body as shown in Figure 165.

Adjust the alignment of the nose to the main body if necessary. Drill the remaining six marks with a 5/16-inch drill bit as shown in Figure 166. Bolt together using bolt kit #46.

Drill three 5/16-inch holes through the nose and body flanges over the wheel well. The holes should be evenly spaced and approximately 1 inch from the outer edge. Bolt together with bolt bit #46 as in Figure 146.

Figure 164 Mounting Nose to Main Body Location of Bolt Holes

Drill 3/8" - Bolt These Points First

Drill 5/16" - Bolt After Adjusting Nose To Main Body
Figure 165 Nose to Main Body

Figure 166 Attaching Nose to Main Body – Side Flanges
INSTALLING THE NOSE SUPPORTS

Tools Required
- Drill
- 5/16 inch Drill Bit
- Socket Set
- ½ inch Wrench

Parts Required
- Ff # Front Supports
- Bolt Kit #47

Refer to Figures 168 and 169

Position the support on top of the lower torsion bar tube. Bolt loosely in place with the ‘U’ bolts in bolt kit #47. Slide the support bar against the inner panel in the nose section as shown in Figure 168.

Angle the support bars upward to allow for the greatest length of bar against the inner panel. Drill through the bar and the inner panel as shown in Figure 168. Bolt the bar in place using bolt kit #47 as shown in Figure 169.

Figure 168 Front Support Bars
Figure 169A Front Support to Torsion Bar Tube

Figure 169B Front Support to Inner Panel
WIRING THE FRONT OF THE CAR

Tools Required

 Drill
  ¼ inch Drill Bit
  3/16 inch Drill Bit
  Pop Rivet Gun
  Two 7/16 inch Wrenches

Parts Required

 FF #  Headlight sockets
 FF #  Horn
 FF #  Horn Relay
 Bolt Kit #48
 Wire Harness Clamps

Refer to Figures 170 and 171

Install horn and horn relay on inner panel as shown in Figure 170. Route the wiring harness as shown in Figure 171. Wire harness claps are installed with bolt kit #48.

Refer to wiring instructions and wire all electrical components in the front of the car.

Figure 170 Positions Horn and Horn Relay

Figure 171 Wiring Routing to Front of Car
INSTALLING THE BRAKE FLUID RESERVOIR

Tools Required
Drill
¼ inch Drill Bit
3/8 inch Drill Bit
Two 5/16 inch Wrenches

Parts Required
Bolt Kit #49
Plumbers Tape
VW Brake Fluid Reservoir
Brake Hoses

Refer to Figure 172

Locate the brake fluid reservoir as shown in Figure 172. The reservoir is attached to the gas tank compartment with plumbers tape. Figure 172 shows how this is done. Fasten in place with bolt kit #49. Directly below the reservoir drill the holes necessary to connect the master cylinder and the reservoir. Unplug the lines at the top of the master cylinder and connect the metal lines to the flexible lines. Connect the metal lines to the reservoir. If the flexible rubber lines are cracked and deteriorated, renew them with new ones purchased from your VW dealer before filling the reservoir with brake fluid. Bleed the brakes as detailed in the VW service manual.

Figure 172 Brake Fluid Reservoir
INSTALLING THE HOOD

Tools Required
Drill
5/16 inch Drill Bit
Pliers
40 Grit Sandpaper

Parts Required
Bolt Kit #50
Hood Hinge
Hood Rod

Refer to Figures 174 through 177

Sand all flanges of the hood smooth using the 40-grit sandpaper

Mark the point shown by the measurements in Figure 174 on each side of the hood opening. Drill these points with a 5/16-inch drill bit.

Figure 174 Positioning For Hood Hinge Rod
Place the hood in the hood opening. You will need two assistants to hold the hood in place. The front of the hood should be positioned about \( \frac{1}{4} \) inch from the edge of the deck to allow clearance when opening and closing the hood. The hood is set in place with the front edge below the top desk as shown in Figure 175.

Reach up and under the front of the car and drill a 5/16-inch hole in the hood flange while it is held in place using the holes just drilled in the hood-opening flange as a guide. Perform this operation on each side of the hood. Install the rod in the holes in the hood. Slide the rod into one of the 5/16-inch holes in the hood-opening flange. Lower the hood into place and slide the rod into the hole on the opposite side. Lock the rod in place using bolt kit #50 as shown in the inset on Figure 175.

Install the hood support rod by drilling a 5/16-inch hole in the passenger side of the hood compartment at the location shown in Figure 176. Install the clip as shown in the same illustration. Figure 177 shows how the support rod is fastened with bolt kit #50.
Figure 176 Positioning: Hood Support Rod

Figure 177 Support Rod Fastened to Hood
Figure 178 Locating Locking Hood Hold down Bracket

Inside of Hood - Open Position

Figure 180 Locking Hold down pins

Gas Tank Area

Passenger Side

Nose

10°

Locate Identically On Driver Side
GAS TANK INSTALLATION

Tools Required
Drill
5/16 inch Drill Bit
Two 5/16 inch Wrenches

Parts Required
Bolt Kit #52
VW Gas Tank
VW Gas Tank Clips

Refer to Figure 181

Place the gas tanks in the opening cut for it in the nose section. Place the tank holding the clips over the flange in the gas tank and mark the bolt holes. Drill the marks with a 5/16-inch drill bit. Bolt the clips in place with bolt kit #52 as shown in Figure 181

NOTE: Depending on the year of VW tank used, if may be necessary to shorten and/or reposition the filler neck to the location shown in Figure 180.

This is best handled by a competent welding shop. The cost for this modification should be under $50.

Connect the wiring as described in the wiring instructions for the sending unit in the tank. Reconnect the fuel hoses as they were in the VW.

Figure 181 Gas Tank Installation
Tools Required

120 and 320 Grit Sandpaper
Body Filler
Body Glaze
Primer
Masking Tape
Masking Paper
Thinner

The Aztec 7 can be painted by any professional body shop or by yourself, if you have had any experience. Any lacquer or enamel car paint will be suitable.

Sand the entire body, especially the fiberglass seams, edges and corners, using 120 grit sandpaper. Fill all deep scratches with body filler and sand. Prime the entire body with any commercial body primer. Pay close attention to hidden areas such as headlight boxes, body flanges, louver edges, etc.

Fill any scratches, holes, or uneven edges in the fiberglass using a glazing body putty. Re-sand using the 320-grit sandpaper. If putty was used on many areas of the body or if there are uneven spots, re-prime the body and sand using the 320-grit sandpaper.

NOTE: we do suggest that a professional do the actual painting of the car for the best results. However much of the preparation can be done before taking it to the shop. Although the body can be painted after the interior is completed and the car can be driven to the shop, it is recommended that you paint before completing the interior to insure an even paint job and a clean interior.
Position the fender mount mirrors on the car, either on the front of the main body section just behind the joining point of the body and nose or on the doors.

**NOTE:** Positioning the mirrors will be simplified by the assistance of another person positioning the mirrors on the outside of the body while the driver sits inside to test their locations for viewing. Mark their locations on the body.

Disassemble the mirror from the bracket by removing the hinge screw. Use the bolt holes in the bracket to scribe bolt holes onto the body. Drill. Reassemble the mirror and mounting bracket.

Secure the mirror to the body over the gasket. (provided with mirror assembly) Adjust the positioning of the mirrors for comfortable viewing. Position the interior mirror on the inside of the windshield centered in front of the overhead console.

Again the positioning of the driver will depend on height, on the seat locations etc. When the mirror is properly positioned secure the mirror to the glass using the suction cup on the mirror mounting base.

Position the Aztec 7 medallions on each side of the main body in the lower front corners behind the wheels. Using a strong contact cement (e.g. Super Glue) to secure the medallion to the body.
Bolt kit packages #12, #13 and #14 were used by the factory personnel to install the doors. Bolt Kit package #43 is not included in the bolt kit but is listed here for reference.

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