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INTRODUCTION

This Assembly Manual was written and photographed as we dis-assembled a 1966 VW, made the chassis modifications, and assembled our Laser 917 demonstrator in our shop.

As you read through the manual and study the pictures, you will see that we spared nothing in bringing you the most complete manual in the kit car field.

To the beginner the process of removing the VW body may seem to be a great task. Actually the job is a simple two to three hour one that will require some help from some strong friends when it is time to lift off the body.

Read the manual completely and familiarize yourself with it before starting the project.

NOTE:

The terms Volkswagen and VW are used only to identify parts and the application of said parts. They indicate no approval or other involvement by Volkswagen of America or any other manufacturer or agent in this country or abroad.
VW
What To Look For

The Laser 917 is engineered to fit the full-length VW sedan or VW Karman Ghia chassis. We suggest you use the chassis from a 1962 or newer VW as these will provide you with the best component parts, making a very durable chassis on which to mount your Laser 917.

Actually, the later the model you can find, the better off you'll probably be as you won't have to spend as much money getting the chassis in shape. We recommend that you look for a VW in running order and give it a test drive, as this is the best way to check the condition of the running gear. Don't worry about the condition of the body, but be more concerned with the mechanical condition of the chassis. NOTE: The Laser 917 cannot be used with a Super Beetle Chassis.

CHECK OUT THE CHASSIS:

1. Inspect the floor pan for collision damage, rust, cracks, or bends.
2. Inspect the front end for collision damage, rust, bent parts, and excessive wear.
3. Inspect front and rear suspension for condition of torsion bars, bent trailing arms, wheel bearing play, worn shocks.
4. Inspect the transaxle for noise, leaks, metal in the oil, smoothness in shifting.
5. Inspect the engine for oil leaks, cracks in the crankcase, metal in the oil, noises, compression, oil smoke in exhaust, overall running of engine.
VOLKSWAGEN
YEARS & CHANGES

1960 & Older — Not generally used due to small 36 h.p. engine and non-synchromesh first gear.*

1961 - 1965 — These are the ones most generally used; the price is usually right, and they’re more readily available. These have the 40 h.p. engine and first gear is synchromeshed.*

1966 — Engine was increased to 50 h.p. and ball joint front suspension was added. This front end will not fit older chassis.

1967 - 1968 — Engine was increased to 53 h.p. and these had 12 volt systems.


Super Beetle Chassis cannot be used for the Laser 917 as these would involve extensive modification in front suspension.

*Require shock tower adaptors, Catalog #EE-412
RECOMMENDED TOOLS AND MATERIALS

Hand Tools
1. Metric Wrench Set & Socket
2. Standard and Philips Screwdrivers
3. Hammer
4. Cold Chisel
5. Vise Grips

Material
1. Can of Penetrating Oil
2. Service Manual for the year of the VW you’re planning to use.

Power Tools
1. Electric Drill Bits and Adjustable Holes Saw Attachment
2. Rasps & Files
3. Hack Saw
4. Electric Wire Terminal Crimper
5. Saber Saw & Blades (Metal Cutting)

Your Laser 917 could be completed without this complete list of tools. However, we feel that if you are to achieve the most professional results, it is advisable to come up with as many of these tools as possible. The tool inventory of the average home garage is probably more than sufficient.
To the beginner the process of removing the VW body may seem to be a great task. Actually the job is a simple two to three hour one that will require some help from some strong friends when it is time to lift off the body. When you start the job, make sure you have sufficient space to lift the VW body off and set it down beside the chassis. The VW body can be handled by four men, but be cautious as it is very cumbersome. When removing the body lift it off the side, not over the front or back.

1. Start by removing the seats. Slide the front seats forward, disconnect the spring underneath, and remove seats from car. Lift out the rear seat cushion.

2. Disconnect the speedometer cable from the front wheel on the driver's side. This is done by removing the cotter pin or retainer clip from the center of the hub.

3. Pull the speedometer cable from the hub from the backside of the hub.
4. Disconnect and remove the battery.

5. Open the front hood and lift off the cardboard sheet.
   NOTE: If the car is 1961 or earlier and has a reserve gas tap, turn tap to off position. Crawl under car (after it has been raised, of course) and take loose the split pin on the reserve switch shaft located above and forward of the pan tunnel leading to the reserve valve in the bottom of the gas tank.

6. Pry off the cover over the gas sender mechanism.

7. Disconnect the sender cable.

8. Remove the front two bolts that hold the gas tank in place.

9. Remove the rear two bolts that hold the gas tank in place.
10. Raise the tank and clip a vise grip on the hose so you don't spill any gas. Remove the tank.

11. Remove the brake fluid reservoir and be sure to save it.

12. Disconnect the wires which are connected to the stop light switch on the brake master cylinder.

13. Under the hood, disconnect the wires which run from the steering column to the connection with the turn signal wires.

14. Remove the bolt from the U-clamp at the bottom end of the steering shaft where the shaft slips onto the universal coupling. Soak this area with penetrating oil; also disconnect the horn wire from the coupling.

15. Drive a center punch into the slot of the steering shaft to loosen and pull back to remove.
16. Pull the wires through from under the steering column and remove the mounting bracket from the under side of the column, which secures the steering column to the dash.

17. Pull the steering column out through the dash.

18. Engine wires: Disconnect the manual choke if the car has one. Disconnect the wire from the oil pressure sender unit, from the coil, from the electric choke if the car has one, and the wire from the voltage regulator. Newer models will require removal of wires from generator as the voltage regulator is mounted inside the car, under the rear seat cushion. Remove and save voltage regulator from newer cars to be remounted on fan shroud.

19. Disconnect and remove the horn which is under the front fender on the driver’s side.

20. Remove the two body bolts from the front of the body located on top of the front torsion bar, under the area where the gas tank was mounted.

21. Remove the body bolts and rectangular washers from the under side of the car.
22. Remove the four bolts under the front corner of the floor pan, two each side.

23. Now go inside the car and remove the four body bolts along the rear edge of the floor pan. These are located along the edge of the area where the rear seat cushion was and run laterally across the floor pan.

24. Remove the two bolts, one in each very rear corner of back seat.

25. Take off the rear tires and remove the bolts which secure the body to the rear shock absorber mounts.

26. Remove the front bumper.

27. Save the rubber grommets from the front bumper.
28. Check it out

A. All body bolts out
B. Steering shaft out
C. Engine wires disconnected
D. Make sure there are no connections or wires left connected between the body and the chassis.
E. Make sure the rear stabilizer bar on newer VW rear ends is unhooked.

31. Remove the wiper bracket under the hood.

32. Remove the wiper motor assembly.

29. Locate three people to help you lift off the body from the chassis. If you don’t know three people who can help you, use a hoist of some kind. Lift the body off the side of the chassis, not over the front or back.

30. Unbolt the wiper arms and blades.

33. In addition to the chassis and drive train, save the following parts from your VW

- Battery
- Battery Strap
- Brake Reservoir
- Floor Pan Gasket
- Front Bumper Grommets
- Horn
- Steering Column
- Wiper Motor
CHASSIS PREPARATION

Give the chassis a thorough cleaning. An easy way of accomplishing this is to pull your chassis down to the local do-it-yourself car wash and give your chassis a good spray. Some engine cleaner, detergent and a garden hose will do the job as well.

Inspect all the major components of your chassis.

1. Make sure the rubber transaxle mount at the front of the transmission is in good condition.

2. Check the rubber axle boots for leaks or breaks.

3. Check out the brakes, brake linings, cylinders and drums. Make sure all of the brake lines and hoses are in good shape — no leaking, etc.

4. Check the rear axle outer seals for leakage by checking the hubs for oil drips or streaks of oil on the wheel rim.

5. Inspect and repack the wheel bearings.

6. Check the front end and suspension for excessive wear or damage.

7. See that the steering gear box is in good shape and has the proper lubrication.

8. Check the front end bushings for excessive play.
9. Check the shock damper on the steering linkage for leaks. It is recommended that you have the chassis alteration done at a local welding shop unless you have welding experience and equipment.

12. Chisel off the back seat heater cable tube.

13. Chisel off the battery strap clip on the passenger's side.

14. Disconnect your emergency brake cable.

18. Chisel off the old seat rails.

21. Chisel off the old jack stands.
15. Unbolt your heater control levers.

16. Disconnect the heater control cables at the engine and pull out forward at emergency brake lever area. Pull the emergency brake cables out the back of the chassis.

18. Remove the emergency brake mechanism.

19. You will have the photographed parts to put back in the same arrangement as the accompanying photo view.

17. Remove the lock ring and drive out the emergency brake lever pin.

20. Unbolt the shift lever.
21. Make sure when you remove the shifter plate that you put it back the same way when you reassemble.

22. Remove the shift lever linkage access panel.

23. Remove the lock clip from the shift linkage.

24. Remove all other parts from the shift linkage.

25. These are the parts you will have removed and the order in which they will be replaced.

26. At the front of the chassis remove the front access plate.
27. Pull the shifting rod out the front of the chassis.

28. These are all the shifting linkage parts in the order in which they were removed.

29. Measure 28½” forward from the shift linkage access panel screw and make a mark as to where the center line of the new shifter location will be.

30. Scrape off all the sound deadening material where the cuts and welds are to be made.

31. Mark the chassis for the tunnel section cut. The cut across the back should be 2” behind the emergency brake lever bracket; at the front should be 2” center ahead of the front shift lever bolt; the sides should be 2” up from the floor pan.

32. Cut this section out completely cutting all tubes except the throttle cable tube which, if you have measured right, you will miss. Remove the nylon bushing from the shifter bracket at this time.
33. Mark and cut out the appropriate amount to allow the shift lever section to be moved back until the 28½" measurement from Step #29 is achieved. This will be a 15" section on most chassies.

34. Remove this section.

35. Bend the two emergency brake tubes to top center and the two heater control tubes to the top center and cut them off flush with the opening.

36. Remove the two heater control tubes from the center of the tunnel that went to the back seat shut off valves.

37. Re-insert the emergency brake cables from the rear and into the emergency brake and shift lever section that is being moved back, also insert the heater control wires into their tubes from the emergency brake bracket and get them all lined up prior to welding this section in place.

38. After welding this section in place, cut the equal length out of the shifter rod as you move the shifter position back. Make sure that prior to cutting the rod to run a scribe line along the side of the rod. These must be welded in the same alignment as they were prior to cutting or else your shift pattern will be off, or will not work.
39. Insert the shift rod and nylon bushing. Hook up the parts that were unhooked in Steps #17 through #25. Check your shift pattern to ensure proper shifting.

40. Replace the section you cut out of the tunnel in Steps #33 & #34 in front of the shifter and re-weld.

41. Replace the plate on the front, which you removed in Step #26.

42. Pull the two emergency brake cables up tight and put a standard cable clamp on them.

44. Hook up the heater control levers and wires you removed in Steps #15 & #16.

45. Replace the rubber emergency brake boot.

46. Install the shift lever furnished in Phase II and Phase III Kits. NOTE: This lever can be ordered as an option to Phase I Kit, Catalog #EE-209.

43. Drive the clamp down around the lever and cut off the cables.

47. Make sure the brake and clutch pedals work freely. A little penetrating oil on them will help free up their movement.
48. Loosen the two bolts on the bottom of the steering box.

52. Mount the battery frame on the bolt by the rear trailing arm on the passenger’s side. This battery frame can be ordered from our accessory list, Catalog #EE-402. It will work on chassies up through 1967. On 1968 and newer chassies, we recommend a marine plastic battery box cut through the rear shelf behind the passenger’s seat.

49. Rotate the steering box down as indicated.

53. NOTE: For 1965 chassies and older, cut off the shock towers 3” above the top torsion bar and weld on the adaptors and re bolt up the shocks.

50. When rotating the box down, go down until there is only a ½” clearance at indicated point. Check this with wheels turned both directions.

51. Re-tighten steering box bolts that you loosened in Step #48.

54. Cut off the two mounting bolts on the front end assembly.
55. On 1966 and newer chassis, cut off the top of the shock bolts.

56. Bolt on the wheel adaptors (5 bolt shown). These are included in our Phase III Kit, or can be ordered as accessories to the Phase I and Phase II Kits, Catalog #EE-309 — specify 4 or 5 bolt VW hubs.

57. Bolt on the wheels and tires. These are included in our Phase III Kit or may be ordered as options to the Phase I or Phase II Kits by ordering Catalog #EE-304 — front tires, #33-305 — rear tires, #EE-307 — front wheels and #EE-308 — rear wheels.

58. Bolt on the headers at this time, and any other engine options you wish to do. The headers shown are available from our accessory list, Catalog #EE-406.

59. Replace the floor pan gasket.
1. Cut open two small NASA ram air scoops in the nose. Cut the hole smaller than your final size with saber saw, and file out to finished size. This can be done for you as an option, Catalog #EE-404.

2. Fabricate and rivet in place an aluminum scoop in each NASA ram air scoop to hook a hose onto.

3. Cut the two holes in the front firewall open to the scribed size and fabricate a connector to hook the hose onto.

4. Install fresh air vent shut off valves in front firewall. The fresh air shut off valves are available as an accessory, Catalog #EE-408.

This entire operation (#1 - #4) is done for you in Phase II and Phase III Kits, or can be ordered as an option to Phase I Kit, Catalog #EE-202.

5. Cut a hole in the rear bulkhead top corner and install a 2½” defroster hose. Secure it in place with body putty.

6. Cut a hole in the interior shell to the scribed size and install a heater vent. Heater vents available from accessory list, Catalog #EE-409.

7. Cut a hole under the dash in the side of the interior shell to the scribed size and fabricate a hose connector and install it. Hook up the defroster hose from the connector to the defroster vent in the dash that is already pre-installed for you in all kits.

This entire operation (#5 - #7) is done for you in Phase II and Phase III Kits, or can be ordered as an option to Phase I Kit, Catalog #EE-203.
8. Install instruments and switches of your choice in the recessed area of the dash by cutting holes in the fiberglass of the appropriate sizes.
In the Phase II and Phase III Kits all instruments and switches are installed. This may be ordered as an option to Phase I Kit, Catalog #EE-204. The dash panel alone may be ordered as Catalog #EE-405. NOTE: Mount your speedometer and tachometer at the top of the panel to prevent clearance problems.

9. Mount your exterior mirrors on brackets projecting out from the doors. This is done for you in Phase II and Phase III Kits, or may be ordered as an option to Phase I Kit, Catalog #EE-205.

10. Mount an interior mirror to the underside of the roof by means of a sheet metal screw into the roof brace. Make sure the screw is not too long, since this would cause a hole in the roof. This is done for you in Phase II and Phase III Kits, or may be ordered as an option to Phase I Kit, Catalog #EE-206.

11. Cut open the grill shell by the same means you cut open the NASA ram air scoops. This can be done for you as an option, Catalog #EE-404.

12. Form a piece of aluminum to duct the air through the nose shell. Rivet it in place. This is done for you in the Phase III Kit, and may be ordered as an option to the Phase I and Phase II Kits, Catalog #EE-301.

13. Cut open the four NASA ram air scoops in the rear fenders by the same means you used in cutting the front scoops. This can be ordered as an option, Catalog #EE-404.
Body Preparation

14. Fabricate and rivet in place an aluminum scoop in each NASA ram air scoop to hook a hose onto. Steps 13 and 14 are done for you in the Phase III Kit, and may be ordered as an option to the Phase I and Phase II Kits, Catalog #EE-303.

15. Install headlight bulbs in the four chrome plated headlight buckets. For a 6 volt system, install GE bulbs, Part #4031, in all four buckets. This will give you high and low beam on all lights. For a 12 volt system install GE bulbs, Part #4000, in the top two headlight buckets, and Part #4001 in the bottom two headlight buckets. This will give you high beam on all four headlights and low beam on the top two headlights only. This is done for you in Phase III Kit, or can be ordered as an option to Phase I and Phase II Kits, Catalog #EE-302.

16. On the hood of the car you will see two indentations near the base of the windshield. Drill the mounting holes using a 7/16” drill bit.

17. File a flat spot on two sides of the wiper shaft to align with the set screws from the wiper adaptors.

18. Install the wiper unit from under the dash by pushing the threaded studs through the mounting holes.

19. Secure the wiper unit in place with stock nuts and washers.

20. Install wiper arm adaptors.

21. Make sure the set screws are extremely tight. The wiper arms, blades and adaptors are included in Phase II and Phase III Kits, or may be ordered as an option to Phase I Kit, Catalog #EE-212.
ASSEMBLY OF LASER 917 BODY TO CHASSIS

1. Set the body on the chassis and check to make sure it’s lined up properly on the floor pan. The inside lip of the interior shell should line up with the inside edge of the mounting ridge around the perimeter of the floor pan.

2. From the underside of the chassis, drill up through the interior shell with a 1/2” drill bit.

3. Bolt down the edge of the interior shell to the VW floor pan using 7/16” x 1 1/2” carriage head bolts with flat washers and lock washers.

4. The two front corner bolts on each side will require 7/16” x 2 1/2” carriage head bolts.

5. Replace the four stock VW bolts across the rear edge of the floor pan.

6. Bend a piece of 1/8” strap iron to form a 90° bracket to bolt the front of the body down to the top bolt on the front end assembly.
7. Drill a 1” hole through the front edge of the firewall for the steering column at scribe mark.

8. Cut off the main steering shaft 6” from the lower coupling end; in the newer VW cut out the complete collapsible section.

9. Insert the lengthening rod into the steering shaft about 1” and weld or machine bolt in place.

10. Slide the large extender over the main steering column housing as far toward the steering wheel as possible.

11. Place the steering column into the car and run the lower end through the hole in the firewall. Bolt the steering column loosely to the underside of the dash with the stock mounting bracket.

12. Hold the cut off end of the main steering shaft next to the steering box stud and mark the lengthening rod at the proper length so it will insert into the cut off end.
16. Install steering wheel adaptor and steering wheel per instructions in steering wheel adaptor kit. The steering wheel and steering wheel adaptor are included in Phase II and Phase III Kits. They may be ordered as an option to the Phase I Kit, Catalog #EE-210 and #EE-211.

17. Remount the master cylinder reservoir on the outside of the firewall under the hood. Use a screw type hose clamp large enough to go around the reservoir. Mount this clamp on the firewall with a sheet metal screw or stove bolt. Connect the hose, coupling the reservoir outlet to the master cylinder and fill the reservoir with brake fluid. Make sure the cover is on securely.

18. Use the speedometer cable from a VW bus. Reinstall the cable the same as Steps two and three in Disassembly of VW, reversing the order.

19. Adjust the seat slides to the center position. Set the seats in the car and mark for the drilling of the holes. Remove the seats and drill holes with a 3/4" drill bit. A 3/4" hole is used to simplify locating of the seat bolts in the drilled holes in the floor pan. NOTE: The seat pictured in this photo is the passenger's seat. The rounded bottom edge is to the outside of the car, the square edge to the tunnel.
21. The carpet comes in three sections. Cut the long narrow section into two pieces. Make one long enough to fit from the back of the floor pan to under the dash. Cut holes in it to fit around the shift lever and emergency brake.

22. Notch the front corner of the other center piece to clear the throttle linkage. Lay the two large pieces in place. The piece with the heel pad is for the driver’s side.

23. Punch holes through the carpet to align with the holes drilled for the seat mounting. Set the seats back in the car; using large flat washers, lock washers and nuts, bolt the seats down securely. NOTE: In some instances washer shims must be used under the seats for proper clearances to allow the seats to slide properly.

24. Cut the slotted hole as indicated in the nose of the car next to the grill opening and the notch in the bottom. These are marked by scribe lines in the body. Insert the bumper through the slotted hole with the VW bumper grommet in place.

25. Bolt the bumper mounting bracket into the bottom bolt of the VW front end assembly.

26. Bolt the bumper bracket and bumper together, with the horn mounted, on the passenger’s side bracket.

27. Hook up the hoses for fresh air ducting from the front scoops through the front end assembly to the firewall.
28. Drill a small hole in the bottom of the hose for water drainage.

31. Run a drill bit up through the fuel outlet tube to open the plastic lining in the tank. Hook up the VW fuel line to the outlet on the tank.

29. Hook the heater and defroster hoses onto the engine.

32. Mask off and paint all aluminum scoops with a black textured or crinkle finish paint.

30. Hook the ram air ducting hoses into the engine compartment.

33. Install the front license plate in the front grill inset.
34. Install the rear license plate on the installed bracket.

35. Wire your car per a standard VW wiring diagram. Our Phase III Kits are pre-wired per the wiring instructions found in this manual. Phase I and Phase II Kits can be ordered pre-wired, Catalog #EE-310.

37. You may have your interior upholstered and finished by a local custom upholstery shop to your specifications for a Phase I or Phase II Kit. Our Phase III Kits come fully upholstered in black vinyl. This may be ordered as an option to the Phase I or Phase II Kit, Catalog #EE-306.

38. Bleed the brakes.

39. Have the front end aligned. NOTE: When you rotated the steering box down, you changed the alignment of the front end.

40. Have the tires balanced, and we highly recommend having the tires trued.

41. Have the headlights adjusted.

42. Enjoy yourself in your personal Laser 917 Sports Car.
LASER 917 WIRING HARNESS

Catalog #EE-310

There are 19 major connections in the wiring harness of your Laser 917. These are numbered on the wiring diagram. On this sheet is a breakdown of which connections are hooked up here at the factory (indicated by F.I.), and which connections you will have to hook up after you have mounted the Laser 917 body on the chassis (indicated by C).

<table>
<thead>
<tr>
<th>Connection</th>
<th>Phase I Kit</th>
<th>Phase I Kit</th>
<th>Phase II Kit</th>
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- Phase I Kit with option of wiring harness, Catalog #EE-310.

-- Phase I Kit with options of wiring harness, Catalog #EE-310 and instrument kit, Catalog #EE-204.

--- Phase II Kit with option of wiring harness, Catalog #EE-310. Instrument kit included in Phase II Kit.

---- Phase III Kit includes wiring harness and instrument kit.
WIRING:  
DASH Layout  
STEERING Column  

(PASSENGER SIDE)
WIRING DIAGRAM

WIRING:
- Headlights
- Signals
- Horn
- Break Light Switch
- Master Ground

(PASSENGER SIDE)
WIRING DIAGRAM
LASER 917 TECHNICAL INFORMATION & SPECIFICATIONS

Overall length ............................................. 170"
Overall width ........................................... 77"
Overall height ........................................... 42"
Wheelbase .................................................. 94½"
Front Track (8” Rims) ................................. 58"
Rear Track (10” Rims) ................................. 59"
Road Clearance .......................................... 5"
Curb Weight (Average) ............................... 1550 lbs.

Engine: All VW engines. Also Porsche 4 cyl. and Corvair (Adaptor required)


Driver’s Head Room: There is sufficient clearance to comfortably accommodate drivers with heights of up to and including 6’4”.

Luggage Space: There is five cubic feet of storage space behind the seats.
The LASER 917 is the sports car for you. A new world of excitement and captivating experiences will be open to you as you guide your 917 through urban and rural areas. The ownership of this sophisticated sports car will bring to you prestige and pride.

Get Yours Now!