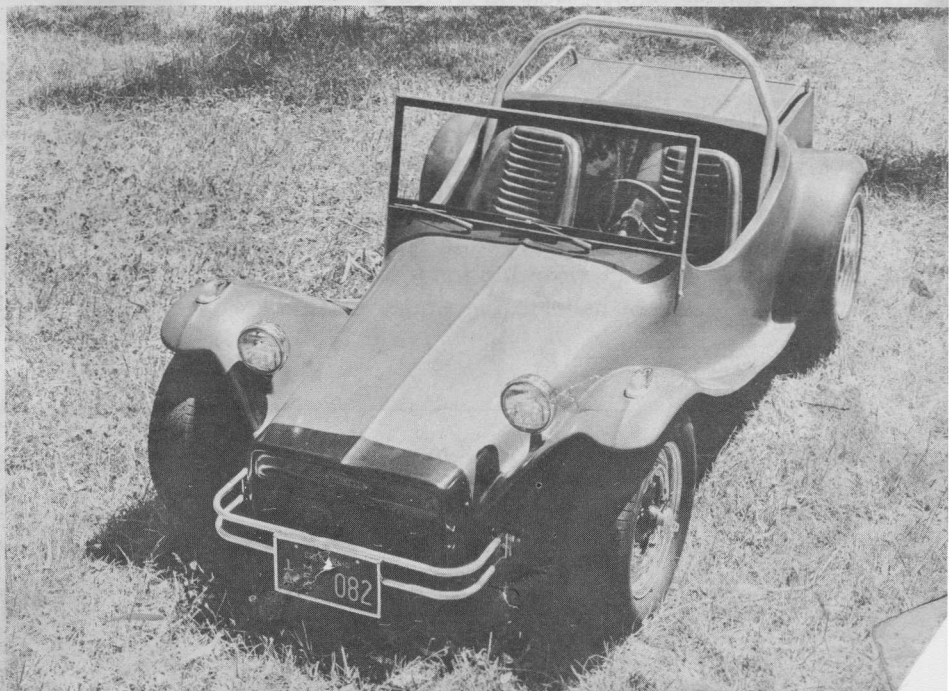
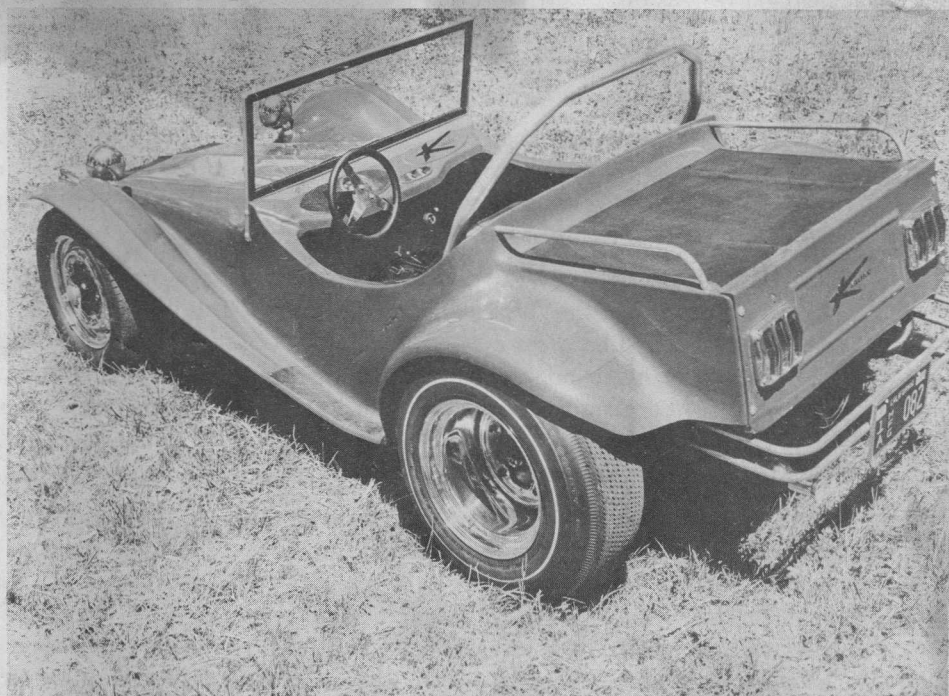




HWY 99 E • LINCOLN, CA 95648 • (916) 645-3385

**ASSEMBLY
INSTRUCTIONS
FOR
KELLISON
SUPER T PICK UP**



Why KELLISON SUPER T *Means Quality*

What is good quality fiberglass?

Many attempts have been made to copy Kellison designs and manufacturing quality. Let's take a few moments to find out why these attempts have been unsuccessful.

The fiberglass industry is about 20 years old, and Kellison has been manufacturing glass products for 16 of those years. Over the years we have supplied more than 10 million pounds of finished fine quality products to our dealers. Glass products have gone into a number of small shops where it has been standard procedure over the years for those with small knowledge of glass manufacturing techniques to produce molds copied from the better selling items. Due to the lack of technical know-how in the mold building these copies do not fit the intended chassis, and the parts are generally wavy and rippled with a poor quality finish. In every case, the person buying a cheap copy of a Super T is being cheated.

Here are a few points to consider when judging quality in glass body construction. The first thing to look for is a smooth ripple-free surface. Next, check the depth of the gloss in the finish. These are the first areas the bootleggers cut costs in cheap copies. The copier shoots one thin cover coat of cheap gel-coat to give the unit color. Good quality gel-coat will cost as much as \$10.00 per gallon more than low cost color material. Low cost material will fade and crack in a years time. All cheap gel-coats are subject to the action of infra-red and ultra violet rays from the sun. You have seen the outcome of this on some products that are only a year old. Some manufacturers trying to make a fast buck don't care. We care, and have 16 years and over 1200 dealers to back up that statement.

A single thin coat of gel-coat into the mold is good enough for the bootlegger, but for the quality finish it takes at least 3 coats of high quality material to give the desired high lustre finish. Gel-coat should be between 25 and 30 mils in thickness. We have seen examples of bootleg bodies with no more than 5 mil thickness of gel finish. You can spot the flaked edges and mat like surface typical of this type construction.

Many bootleggers have told people that a hand layed product is superior to a gun layed product. This **is not so!** The reason behind this argument is generally the lack of funds—a good quality automatic gun for the mechanical application of fiberglass may cost as much as \$20,000.00. The bootlegger can go into the fiberglass manufacturing for a zero investment using the old fashioned hand lay methods. However, there is no way to guarantee the quantity of fiberglass to resin ratio with hand lay methods. We can guarantee this ratio, our guns are set to give 32% glass fiber for every pound of resin. This is very critical because if you use too much resin for glass the finished product will crack and break at the slightest bump or twist.

For those who may still desire to get a bargain body at a low-low price, may we suggest the following precautions be taken. Before sending money to any manufacturer check with Dun & Bradstreet to see if he is actually in business. During the past year a number of bootleggers have advertised and taken customer deposits against merchandise which they have never actually manufactured. Customer deposits have been used to attempt to set up production. Needless to say, most of these so-called manufacturers have gone bankrupt or simply disappeared causing those people who had been expecting a bargain to lose all of the money they had deposited. We suggest if a company is not listed in Dun & Bradstreet that you check with the local Chamber of Commerce to check the validity of any business before sending any deposit.

We advise those who are interested in a quality body from a reputable company to go to the nearest Kellison dealer. Your Kellison dealer will have a number of different styles and colors from which you can choose. If you desire a special metal-flake color which is not in stock your dealer will be glad to put in a special order for you. You will also find a complete line of accessories for completing your Super T.

Your local dealer was screened closely by our factory. He is a businessman of integrity and deserving of your trust. He is qualified to help you with any questions about installation you may have. If you desire to finance your unit he will arrange financing for you. You will find your Kellison dealer an interesting, helpful fellow to know. Stop by and say hello to him today and look at the quality available from Kellison.

NO PORTION OF THESE INSTRUCTIONS MAY BE REPRODUCED IN WHOLE OR
IN PART WITHOUT THE EXPRESS WRITTEN PERMISSION OF KELLISON, INC.

GENERAL INFORMATION KELLISON SUPER T

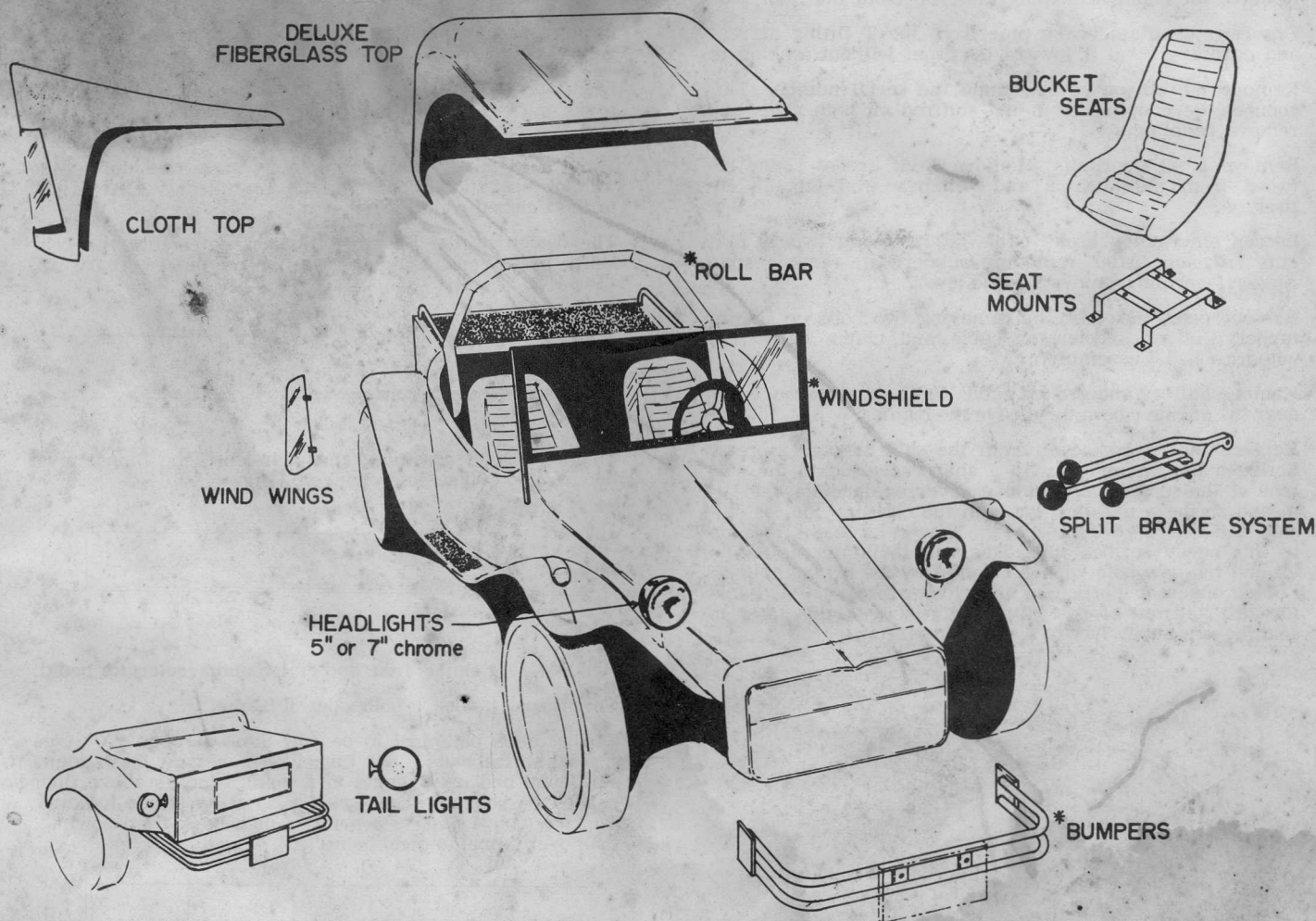
These instructions are direct and simplified. Your dealer will be pleased to answer any questions you may have regarding individual problems.

Trace down suitable Volkswagen, running or wrecked, preferably 1961 or later, but earlier models will work fine. If you prefer to use a Karmann Ghia, all floorboards have to be changed, since these are wider than sedan models. (Note: Any year engine can be used with any year chassis). All Porsche engines (except 6 cylinder models) will fit the VW transmission. Also, the Type 3 engines from Volkswagen 1500-1600 models will work. Corvair mills will work with Crown adaptors, but you will have to make internal modifications in the VW transmission. (The ring gear has to be moved to the other side of the pinion since the Corvair engines rotate in the opposite direction). In this case try to find a truck transmission and change the axles and housing to the Sedan type. This will save you ring gear modification job. It is advisable to get a wreck with a minimum of damage to the running gear.

The following is a list of components you should save from your VW to use on your Kellison Super T.

Front end
Shocks
Steering Gear and Shafts
Floor Pan
Engine, transmission and axles
Brakes and linings, reservoirs and pedal assembly
Light switch
Ignition switch
Directional flashers
Dimmer switch
Windshield wiper assembly (use truck wiper blades)
Windshield washer assembly—if available
Wiring assembly (or use ours and save 30 hours time)
Fuse block (if using VW wiring harness)
Horn
Gas Tank
Gas Gauge and sending gauge
Speedometer, cable and housing
Steering column—dash mount
Battery and cables
Rubber from around edge of body and floor pan
Two wheels for front of Super T—rear uses wide base wheels

PLEASE READ DIRECTIONS 3 TIMES BEFORE STARTING



*ITEMS COME PLAIN OR CHROMED

BODY REMOVAL FROM VW PLATFORM

Remove body from chassis or floorpan, which is much easier than it looks. Remove the gas tank by loosening 4 bolts and square washers. Pry off gas gauge sender unit in center of tank, (62 models and up). Unhook wire for gauge, lift tank a little and pull fuel line off on the bottom, remove tank, now remove two bolts which hold body to front axle tubes. Disconnect steering shaft from universal above steering box. Pull wires off the master cylinder and disconnect brake fluid supply line by just pulling it out of the rubber grommet on top of master cylinder. Now disconnect the wires to the turn indicators switch right next to the back of the speedometer, remove U-shaped bracket which holds steering column to the dash, and remove column, shaft, switch and steering wheel as a unit. Pull speedometer cable out of front spindle. Remove front seats by sliding forward and unhooking a spring underneath the seats. Remove rear seat cushions and remove bolts now exposed under rear seat. Remove all bolts and washers around perimeter of chassis underneath the car and two bolts that hold body to rear shock mounts. Disconnect wires to coil, oil pressure switch and generator. Also, wire from carburetor, if 61 up model. Remove gearshift lever assembly by two (2) bolts on tunnel, noting proper position of shift plate. Get two strong neighbors, lift body as a whole unit about 20 inches and set aside.

Shorten chassis 14 1/4 inches. This requires more than average skill and facilities, primarily welding and cutting. We have farmed this job out many times for \$75.00. If you do, make sure you supply the welder with the following time saving instructions:

Remove all sound deadening material from the floor pan.

Unscrew the main brake pipe from the T fitting at rear and carefully bend it toward the front without kinking it.

Remove the oblong cover behind the serial number. Disconnect the coupling from the shiftrod on both sides and remove coupling.

Remove front floor mats. Remove front access cover between front axle beams and withdraw rod linkage entirely.

Loosen emergency brake cable by removing two 10 MM nuts on each. After removing rubberboot, remove snap ring on lever pin, remove pin and lever.

Remove pedal assembly by removing two bolts on side of tunnel. Unhook accelerator cable and clutch cable and withdraw pedal assembly.

Remove battery and ground cable. Cut heater control wires near the engine where they leave the frame.

Replace the access cover from the shift linkage at rear. Scribe a line around it with a sharp scribe onto the surface of the tunnel top. Remove cover again. Measure 1/2" in and scribe a parallel line with the original line, or outside line where cover has been. Now enlarge the hole up to this newly scribed line. This will facilitate matters a lot and the new hole will be covered by the original cover. Loosen the rear portion of the rubber bodyseal and fold forward and out of the way. You will need this later to seal the new super T body to the floorpan.

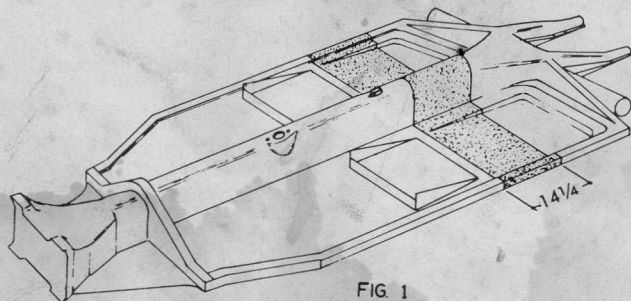


FIG 1

Lay out your cutting lines to remove 14 1/4 inches of the floorpan. (Fig. 1)

Scribe the first line one-half inch behind seat tracks. For accuracy, use a straight piece of sheet metal and bend it around the tunnel and use it as a guide for your scribe.

Measure 14 1/4" back from first line and scribe a line for the second cut. Make a number of locator marks to assure that the two lines are parallel.

These two lines show the area to be removed. (See shaded area. Fig. 1)

Remove a section of sheetmetal, approximately 2 inches wide on top of the tunnel, between your lines. This way you can see, when cutting across the tunnel, and prevent damage to tubes, fuel line, etc.

Remove the remainder of the metal between the lines. Support frame, front and rear.

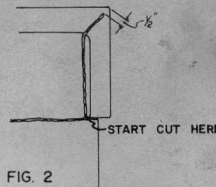


FIG. 2

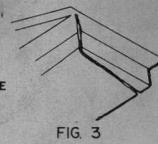


FIG. 3

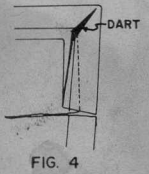


FIG. 4

To align rear of frame with front, start cut at the floor of the pan just before the vertical flange and cut back to the corner. Now cut toward the outside corner of the belly pan and up the vertical flange and to within 1/2 inch of outside. (See Figs. 2 & 3)

Remove part (Dark Area) then swing flange inward over floor of pan to where outside surfaces are even. Tack-weld in place to hold the position until the welding of the frame is complete. (See Fig. 4)

Don't weld complete, until you check all measurements to be sure it is straight. If you mis-weld, chassis body won't fit right.

Make sure the frame is completely supported during the welding operation. Heating of the metal may cause a bow to the finished weld.

The design of the Super "T" necessitates that the gear shift, brake and clutch assembly be moved rearward. (See Fig. 5 & 6)

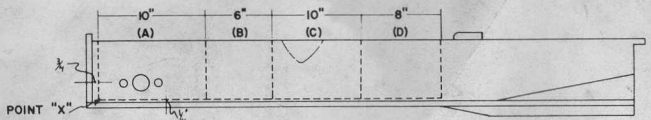


FIG 5

To move pedal assembly and gear shift, the tunnel must be cut and sections interchanged. (Figs. 5 & 6)

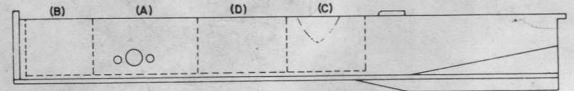


FIG 6 Check note if over six feet tall.

Remove gear shift, brake and clutch and accelerator pedal.

Cut off seat tracks on both sides of frame.

Scribe areas of tunnel to be cut. Start at point "X" (see fig. 5), scribe back along tunnel 34 inches. At these points scribe up and over tunnel to a point 3 inches above floor pan on passenger's side (see fig. 7). Now scribe forward, 3 inches above pan, to a point 3/4 inch back from cowlings, then over tunnel to meet point "X".

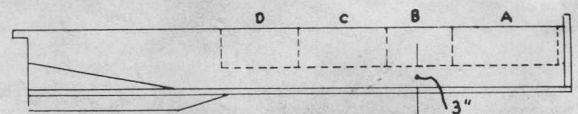


FIG. 7

Measure back, from point "X", 10 inches, and 26 inches. At these 3 points, scribe a line over the tunnel to meet line on other side.

NOTE: The dimensions in step 15 may vary depending on the individuals height and driving position. A seat should be placed on the frame temporarily and your normal driving position taken to insure correct placement of brake and clutch assembly and gear shift. If 6 ft. or over, pedal assembly can be left in stock position but gear shift must be moved.

Cut along scribed lines (fig. 5). Remove sections (B) and (D). Be careful not to cut tubes inside tunnel.

Remove shifting rod. Slide section C back as far as it will go. (fig. 6). Tack weld in place.

Insert section (D) in front of section (C) and tack weld in place.

Measure distance that shifting rod is to be shortened. Scribe a line along rod for alignment. Cut out desired amount and weld together, make sure alignment lines match. (Approx. 25").

Install shifting rod and connect shifting lever.

Slide section (A) back to meet section (D). (fig. 6). Clutch and accelerator tubes will have to be pulled to the rear.

The preload pressure for the clutch is provided by the flexible rearward portion of the guide tube. The preload factor is somewhat critical. A wrong preload setting will cause clutch chatter and the resultant adjustment may damage the clutch assembly, cause cable breakage, etc.

Remove (1 1/4) inches from the clutch cable guide tube; a hacksaw or tubing cutter may be used. If you have moved clutch & brake pedals rearward, add the amount you have moved rearward to the above (1 1/4) inches for additional cutting off cable guide. IE: If you have moved pedals rearward (5) inches, cut (20) inches off guide.

There should be (1) inch of clutch control guide tubing extending from the rear of the belly pan.

Place the preload flex tubing over the cable against the guide tube.

There is no need to trim the throttle control guide tube; simply bend it into position. Install the clutch preload flex tube in the original position.

When the clutch cable is connected and properly adjusted, the preload flex tube should sag in the center about one inch below centerline. If the sag is insufficient, washers may be used as adjusting shims between the preload device and the guide tube. If the sag is too great, the guide tube must be trimmed.

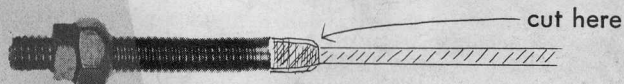
The clutch cable must be effectively shortened (1 1/4) or more inches. This may be done by our cable kit included. After proper adjustments of length has been made and the clamps are secure, the ends may be trimmed for neater installation. Do not braze the cable ends together. Cable does not react favorably to heat.

Connect the throttle to the carburetor linkage. Cut the wire in the exposed area between the rear of the belly pan and the engine. Remove the necessary footage as required; approximately 14 1/4 inches. The wire may be joined together with the wire splicing sleeve provided. Do not braze, the wire will crystallize from the heat.

Older choke VW's have hand chokes; shorten in the same manner as throttle.

This is the time to install super grip cable ends, because everything is exposed.

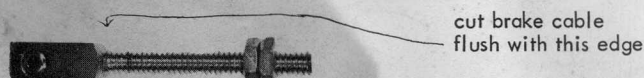
Clutch end: Remove the old cable from the clutch pivot arm and cut it off flush with the front of the adjusting portion.



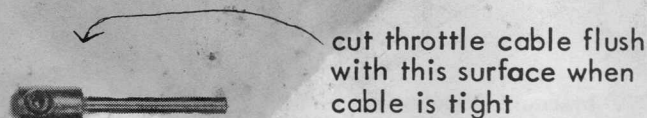
Install the new end in the pivot arm, leaving the adjustment at its loosest yet so both nuts remain on the threads. Then thread the cable through the eye in the forward end of the bolt, pull the cable tight and run the nut over the cable so that it is flush with the end of the bolt.

You are now ready to adjust your clutch and forget it.

Brake ends: Install the new cable ends in your brake handle or Select-a-Traction so that they are at their loosest adjustment (on some models it is necessary to bend the metal away from the brake handle in the area of the cable ends to get them to work properly). Pull the brake cables up until they are tight then mark them at the threaded ends of the new ends. Cut your cables to length and install them in the new ends. Secure them with the allen screw provided and adjust the brakes.



Throttle end: Install the throttle end in the existing carb attachment, centering it. Pull the throttle cable tight and cut parallel with the inside shoulder of the throttle end. Install and secure with allen screw. Remove whole assembly and install throttle spring, retainer, and clip in position, then reinstall on carb. and you are finished.



Install Pedal Assembly and connect clutch cable to pedal.

Weld accelerator pedal to floor and connect cable.

Tack weld section (A) in place.

Make sure all sections are aligned properly and weld in place.

Cut clutch stop off floor of pan and weld in new clutch position. (If you have moved Pedal Assembly back).

Now is a good time to further inspect the chassis. Clean it thoroughly and paint it, top and bottom. Also, check brake lines and hoses, king and linkpins, wheel bearings, brake linings, shocks, steering damper, transmission rubber mounts, etc. If you plan to install a skid plate under the engine and transmission, now is the time.

NOTE: The parts referred to in the following steps are from an installation kit.

Replace old brake rod with longer rod from installation kit (fig. 9).

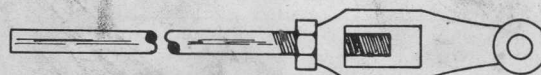


FIG 9

Insert 5/16" x 3/4" elevator screws up through inverted "U" channel on sides of floor pan. Spot weld to inside of channel. There are (8) screws on each side of the pan. (fig. 10). (AA).

Weld frame strengtheners inside the inverted "U" channel on the sides of the floor pan. Strengtheners should be spot welded every 3" on inside and outside edge of the "U" channel.

Front shock mounts must be bent outward to accommodate body. Heat mount and bend, 1" above top axle beam, outward approximately 2". Heat top of mount and bend top 3" back to a vertical position. (fig. 8 & 11).

Weld front bumper brackets to shock mounts. Bracket should be centered between axle beams and on outside lip of shock mount. (figs. 8 & 12).

Weld running board supports to edge of floorpan. Weld first bracket onto lip of channel, 3" from back edge of floorpan. Second bracket, with 90° bend on one end, is placed 15" up from back edge of floorpan. (fig. 8).

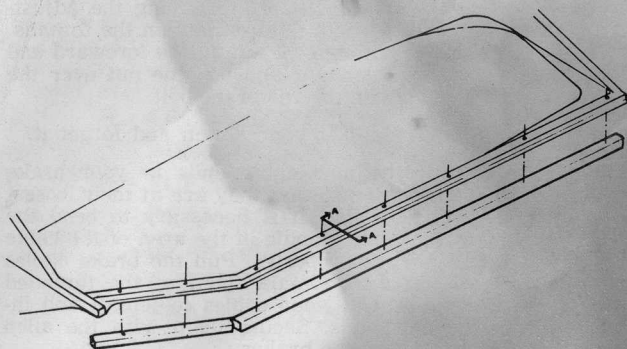
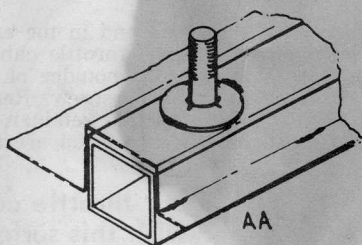


FIG 10



Bolt gas tank supports to tank with $\frac{1}{4}$ x 1" bolts. An adhesive backed neoprene tape should be placed on both metal surfaces before bolting onto lip of gas tank. (figs. 8 & 13).

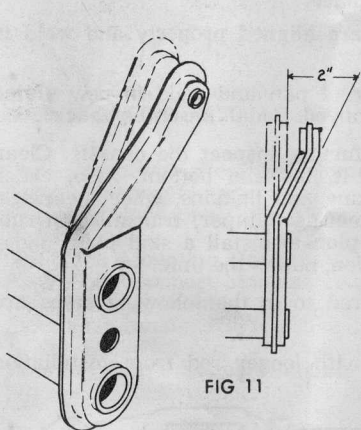


FIG 11

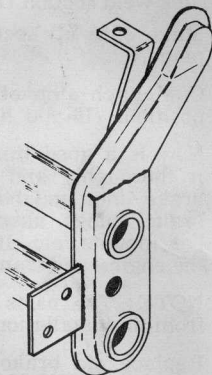


FIG 12

Set gas tank and supports in place over the transmission. Base of side supports will rest, in front of axle, on outside lip of engine supports. The third brace, bolts to back lip of tank and to top of transmission case. (figs. 8 & 13).

Neck of gas tank should be shortened $2\frac{1}{2}$ ". (fig. 14) ('61 and later).

Remove bolts from top of rear shocks, replace with $\frac{5}{16}$ " x $3\frac{1}{2}$ " bolts.

Rear body support bolts to outside of rear shock with newly installed $\frac{5}{16}$ " x $3\frac{1}{2}$ " bolt. (fig. 8 & 15).

Weld battery mount to inside of right shock mount, behind rear torsion bar and forward or right axle. (figs. 8 & 16). Fit and reglue the original weather stripping along the perimeter of the frame.

Drill (8) $\frac{5}{16}$ " holes along each side of the liner. Holes will be on inside lip of liner and must coincide with the bolts already in the floorpan.

Bolt liner to floorpan. Secure with flat washer and $\frac{5}{16}$ " nut.

If you plan to install a skid plate under the engine and transmission, now is the time. Instead of skid you may be planning to install Z-Bar Compensator. (Check directions at rear of book).

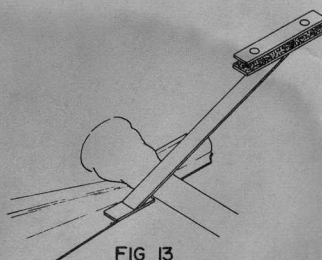


FIG 13

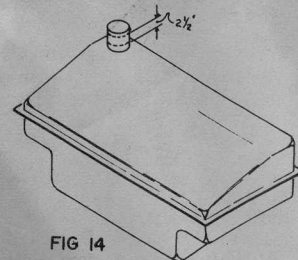


FIG 14

Drill (4) $\frac{5}{16}$ " holes across rear lip of liner. Bolt liner to frame with $\frac{5}{16}$ " x 3" bolts. (fig. 17).

Cut (1) $\frac{7}{8}$ " hole in liner for steering column. Hole should be drilled approximately $3\frac{1}{2}$ " down, from top of liner, and $5\frac{1}{2}$ " in from left side of liner. Use a hole saw or fly-cutter to drill hole. (fig. 17).

Set body down on liner and mark hole for neck of gas tank. Remove body and cut hole for neck of gas tank and hole for steering column where indicated on dash.

Drill $\frac{3}{8}$ " hole in top of headlight mount on body. Bolt into place.

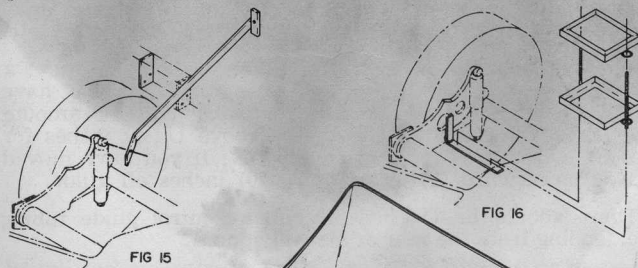


FIG 15

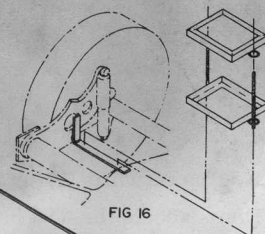


FIG 16

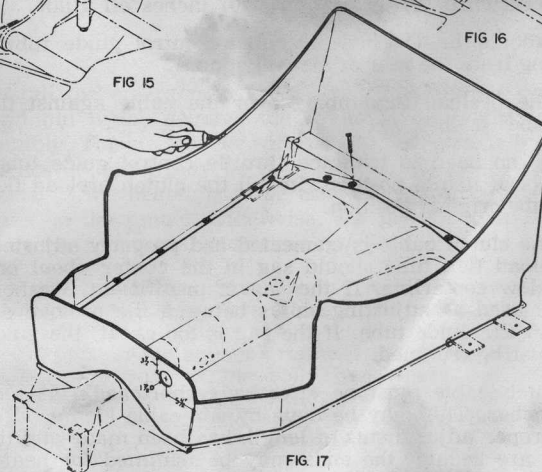


FIG 17

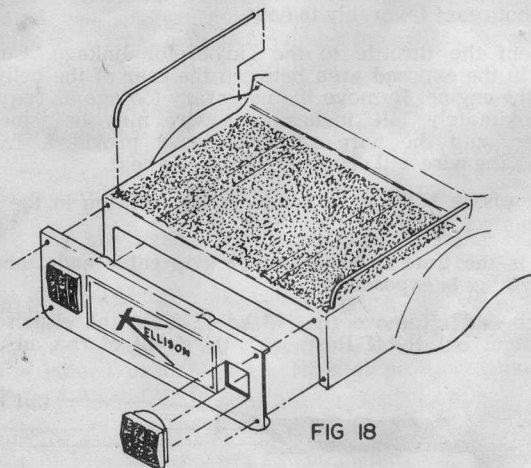


FIG 18

Place body on chassis. Hold tail gate in place and drill a 3/8" hole in each corner. Hole must be drilled through tail gate and body. (fig. 18).

Place a 3/8" x 1 1/2" bolt in each top corner. Temporarily secure the rear body brace to these bolts.

With body still on chassis, place front and headlight supports in place. Scribe where braces will be welded to inside of shock mounts. (figs. 8 & 12).

Hold grill in place on body, and drill a 5/16" hole on each side. (fig. 19).

Drill (2) 5/16" holes on each side, through running board and supports.

Temporarily set windshield in place. Scribe where holes are to be drilled in body. Windshield comes with holes already drilled.

Remove windshield and drill 3/8" holes in body.

Remove body from chassis. Weld front body and headlight supports in place.

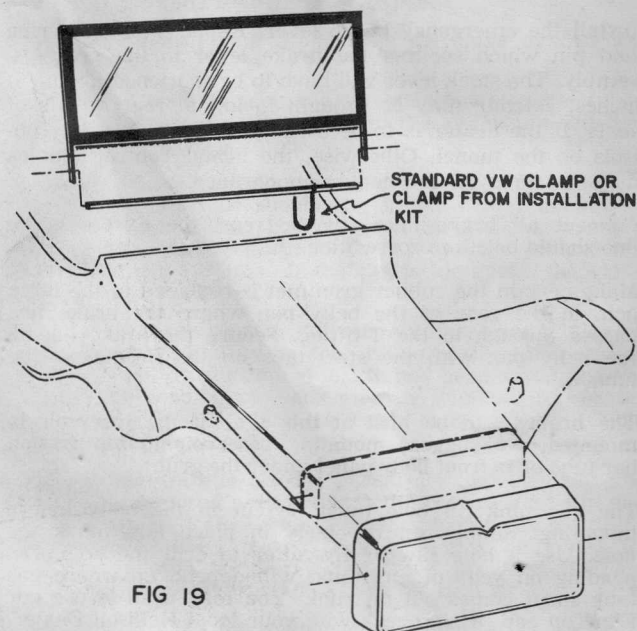
Roughen top edge of liner, all around perimeter, and apply RTV adhesive sealant from installation kit.

Set body in place over liner. Bolt running boards to supports with 5/16" x 1" stove bolts.

Fasten headlights to front supports.

Bolt grill to body with 5/16" x 1" stove bolts. (fig. 19). Place tail gate in position and secure to body with 3/8" x 1 1/2" stove bolts. Top two bolts also secure rear supports to body. (fig. 18).

Glue a strip of 3/4" wide weather stripping to the bottom side of the windshield. Place windshield in place and secure with 3/8" x 1 1/2" stove bolts, in top two holes only. (fig. 19).



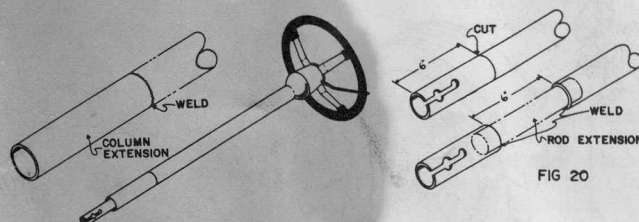
Place cowl brace into position. Brace fits inside body and is secured with 3/8" x 1 1/2" stove bolts running through windshield frame, body and liner, and screws into nuts that are welded into each end of the cowl brace. (fig. 19).

Extend steering column with extensions from installation kit. Cut rod off 6" up from end. Insert extension rod and weld. Make sure that rod is perfectly straight before welding. Weld extension onto column. (fig. 20).

Install steering column and secure to cowl brace with original U-bracket or bracket in kit. Loosen steering gear box and tilt forward to match low angle of steering column. Toe-in should be checked after you have loosened steering box.

Slip the rubber grommet over the end of the steering column. The grommet must be installed in the firewall for a tight and shock absorbent fit.

Secure the steering column to the top side of the firewall cowl using the U-clamp from the Volkswagen and the two bolts provided.



Mount the steering wheel on the column. Standard VW wheel is too large, you will have to use our (13) inch wheel, available at your dealers. Also an adaptor kit is in order to adapt VW spline to the wheel; get wheel with horn assembly.

It is suggested that all dash layout work be done on a paper template. When all instrumentation has been placed to satisfaction, the template can then be used to scribe the outlines on the fiberglass dash.

Mount the instrumentation in the dash. It is highly recommended that a hole saw or fly-cutter be used to cut the holes to size.

Drill holes located in hood for windshield wiper motor assembly and mount same, make sure the wiper motor assembly is a 1958 or later style VW sedan, but use truck style arms.

PART	HOW USED	SIZE	QTY.
Elevator Bolts	Secure liner to floorpan along sides.	5/16" x 3/4"	16
Flat Washers			
Hex Nut			
Stove Bolts	Secure running boards, of body, to supports. Bolt grill to body.	5/16" x 1"	6
Flat Washers			
Hex Nuts			
Hex Head Bolts	Secure liner to floorpan, across rear.	5/16" x 3"	4
Flat Washers			
Hex Nut			
Running Stock	Battery tie downs.	5/16"	2
Hex Head Bolts	Bolt supports to gas tank.	1/4" x 1"	8
Lock Washers			
Hex Nuts			
Hex Head Bolts	Front and Rear Bumpers.	3/8" x 1"	8
Flat Washers			
Hex Nut			
Stove Bolts	Mount tail gate onto body, windshield tie down, cowl brace.	3/8" x 1 1/2"	8
Flat Washers			
Hex Nut			
Hex Head Bolt	Rear Body Supports.	3/8" x 3 1/2"	2
Flat Washers			
Hex Nut			

- A - FRONT BUMPER BRACKETS
- B - FRONT BODY & HEADLIGHT SUPPORTS
- C - RUNNING BOARD BRACKETS
- D - FUEL TANK SUPPORTS
- E - REAR BODY SUPPORTS
- F - REAR BUMPER BRACKETS
- G - BATTERY MOUNTS
- H - FRAME STRENGTHENERS

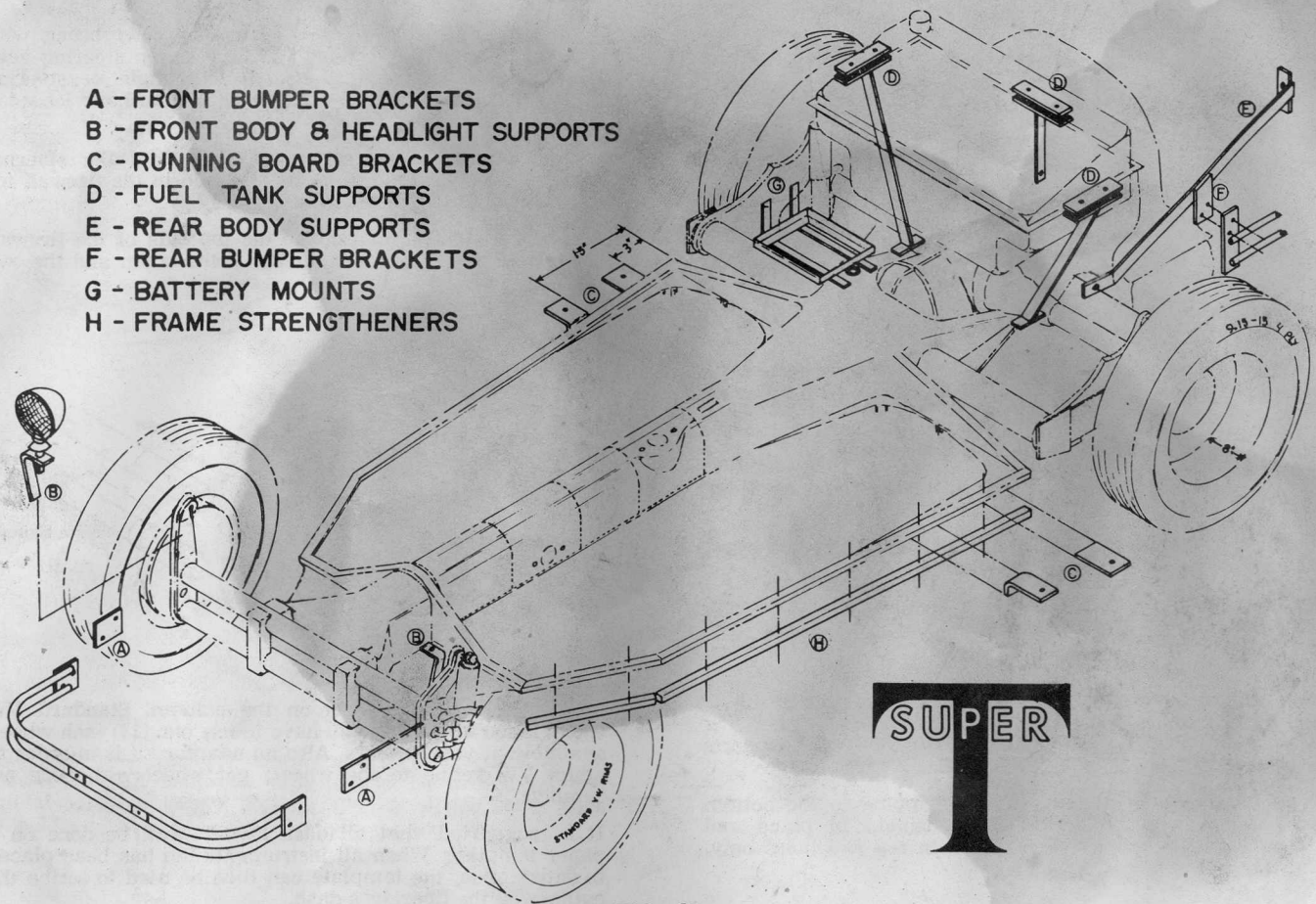


FIG 8

INSTALLATION KIT

ITEM	PART NO.
Cowl Brace with Steering Column Mount	6262
Front Bumper Mounts	6263
Chassis Reinforcing Rails	6264
Battery Box	6265
Gas Tank Mounting Brackets	6266
Rear Body Support Mounts	6267
Rear Bumper Mounts	6268
Steering Extender Kit	6269
Brake Extender Kit	62610
Running Board Support Mounts	62611
Silicone Adhesive	62612

Install the ignition switch.

Install the gas tank gauge (1961 models and later).

Install the Kellison wire loom. Refer to diagram. The wire loom may be pulled through the tube found on the driver side of the body, under chassis. (Reinforcing tube or be glued down at the edge of the floorpan, using RTV in kit).

Install the directional flasher. Be sure to include some type of hold down assembly.

Mount the fuse block on the inside of the firewall cowl for easy access.

Install the dimmer switch. Place the switch approximately nine inches from the floor and about three inches away from the side of the body to the left of the clutch pedal.

Connect the turn signal wires from the steering column to the wire loom. (If using VW system).

Install the battery. Make certain polarity is correct.

Connect the gas line. In the rear, the gas line may be cut to the correct length, approximately (5) inches behind the point where the line emerges from the back side of the belly pan.

Install the emergency brake lever. Replace the snap ring and pin which secures the brake lever to the pivot assembly. The stock lever will have to be shortened about (6) inches. Ducting may be brought in low at rear of bucket seats. If the heater is to be used, hook up the heater controls on the tunnel. Otherwise, the heater control handles may be removed for neater appearance.

Connect all brake lines. In the rear, the excess brake line should be cut to correct length.

Make certain the rubber grommet is replaced in the large hole in the rear of the belly pan where the brake line passes through to the T-fitting. Secure the brake line to the belly pan with the steel tabs on the floor near the tunnel.

The brakes can be bled at this time if the reservoir is mounted, we suggest mounting reservoir to top torsion bar tube or to front body panel under the grill.

The gas tank fill hole must be cut in the body before mounting. Simply set the body in place and mark the hole. Use a hole saw or fly-cutter to drill the hole. Depending on year of gas tank, will depend on where gas tank spout comes out of trunk. You may wish to use our Flip-Top cap, if so, check with your local Kellison Dealer.

Install the tail lights in tailgate, if using Mustang (see drawing).

When installing the Kellison tail lights, set them to the outside edge of the rear bed, adjacent to the flat rearmost portion of the body. Find the surface where the tail lights can be placed in an exact horizontal position to avoid a cross-eyed appearance.

Install the turn signals. The lights are VW '63 in front. Simply find the surface they fit and install.

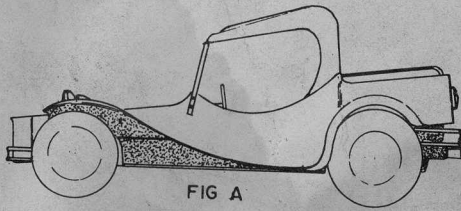


FIG A

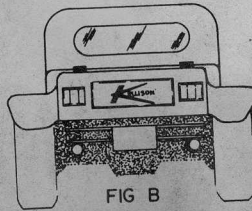


FIG B

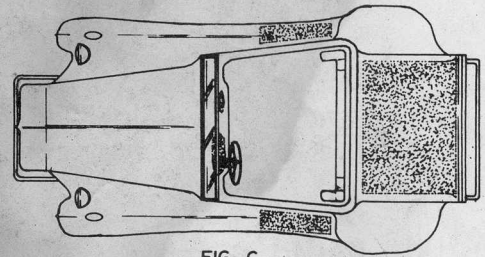


FIG C

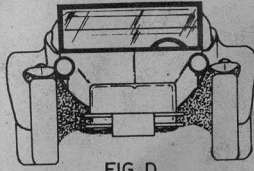


FIG D

MANUFACTURERS' RECOMMENDATIONS

8X15 REVERSE WHEELS IN BACK, STANDARD VW WHEELS IN FRONT
 BUCKET SEATS WITH LOW PROFILE SEAT MOUNTS
 SPRAY SHADED AREAS, IN FIG C, WITH FLAT BLACK PAINT
 KELLISON TAIL LIGHTS OR 66 MUSTANG TAIL LIGHTS

Mount the windshield as shown in figure D.

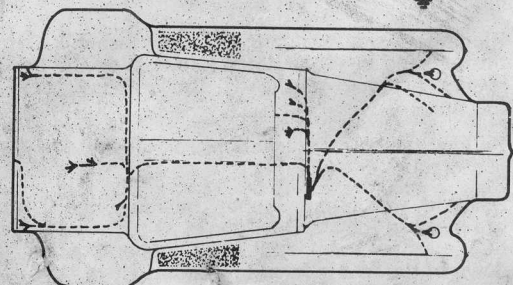
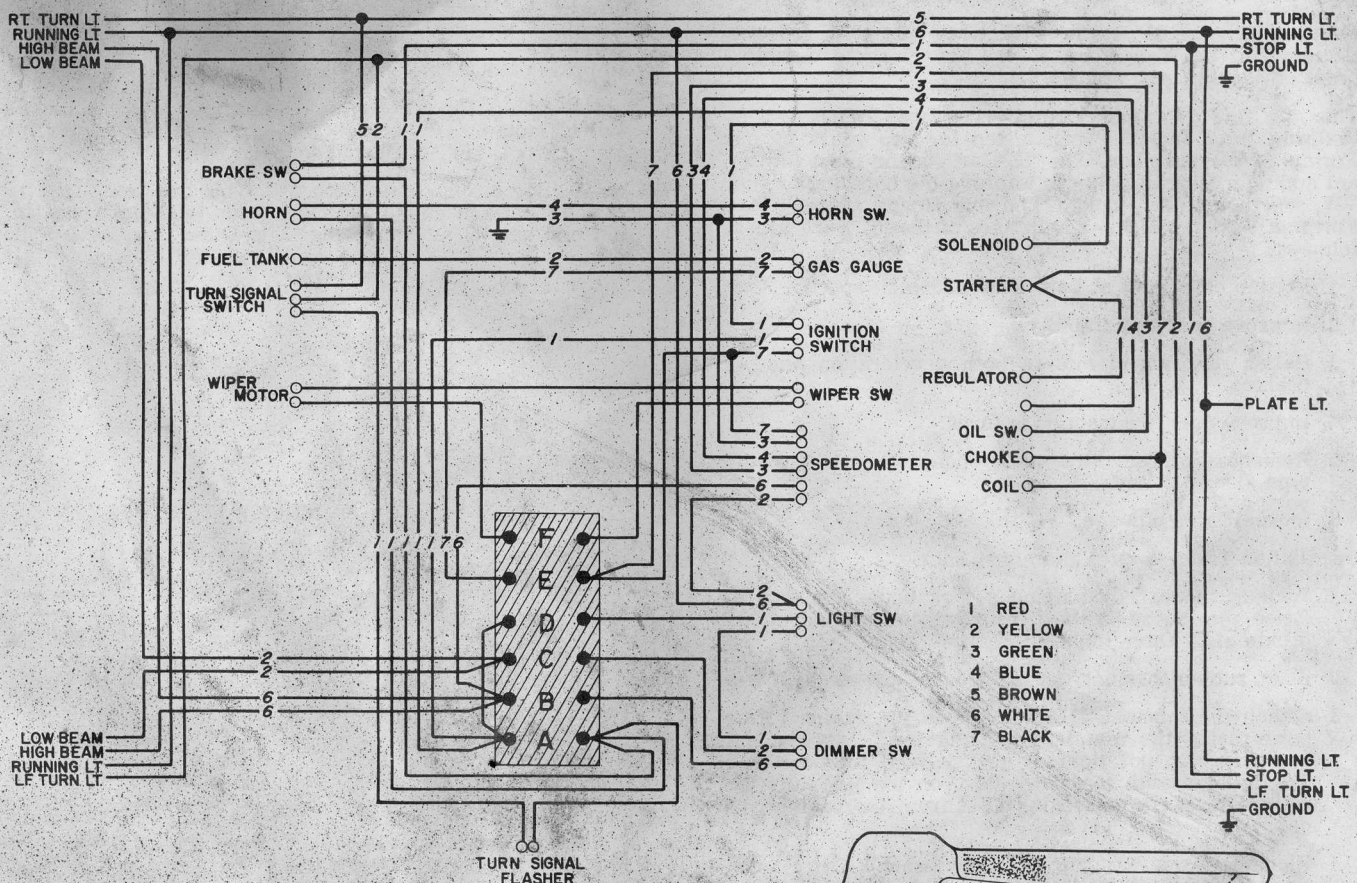
Install the windshield wiper assembly just as it was in the Volkswagen. The nuts on the end of the two shafts are all that hold them in position. '58 or later, windshield arms are truck style.

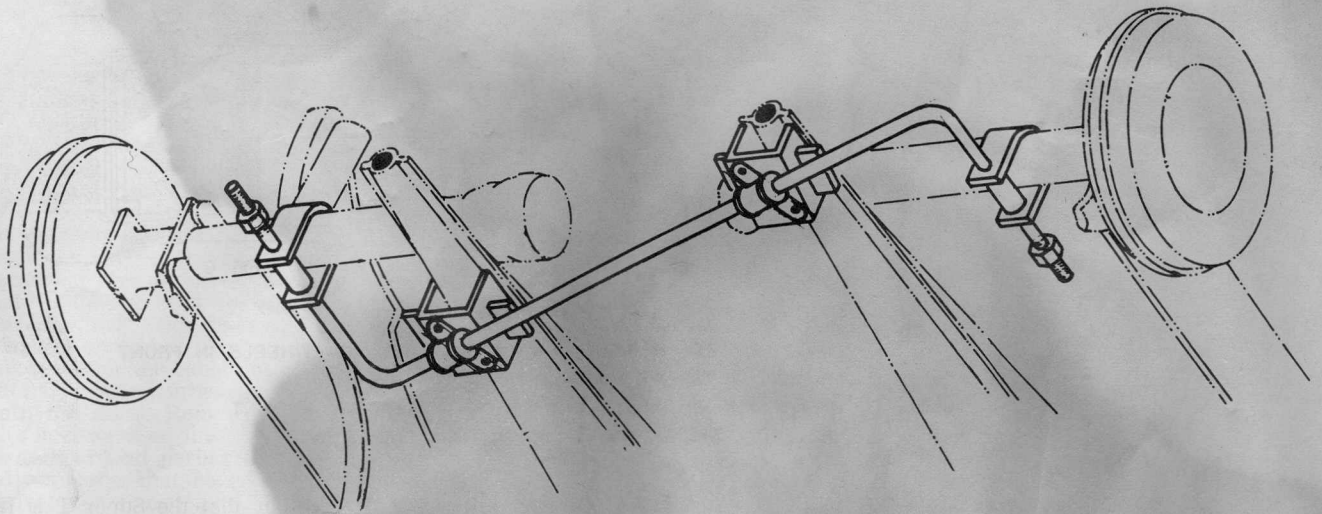
Mount all electrical dash switches and controls.

Connect all wiring. Remember that the Super T is fiberglass. Provide circuit grounds as required. (If using VW wiring harness).

Install the seats, using our low profile seat mounts and bucket seats. The Volkswagen seats will be too high.

Set the roll bar down in place. The lower roll bar pad should sit approximately (12) inches from the rear of the belly pan so the top of the roll bar passes over the back of the front seats.





The roll bar must not be located directly over the driver's or passenger's heads.

Drill the holes to secure the roll bar to the belly pan. Note that the bolts supplied for this purpose are $\frac{3}{8} \times 1\frac{1}{2}$. It is recommended that a piece of one-inch square tubing, at least (12) to (16) inches long, be placed in the square belly pan to serve as additional roll bar support.

Federal Law #108 Requires Lighting Kit with side reflectors and tail reflectors. If you are going to comply—order our Lighting Kit, part #634.

This "Z Bar" Camber Compensator was developed by Kellison, Inc., and has been tested for two years by our Formula V Racing Div. The "Z Bar" is the most important addition you can make to improve the handling of your VW, whether it be stock, GT, Dune Buggy, Super T, or Formula V. Some of the advantages of the "Z Bar" are as follows:

1. Flatter cornering at both slow and high speeds.
2. Improve rear-end stability.
3. Better rear wheel bite in both acceleration and braking.
4. Improve rear tire traction in turns.
5. Reduction of rear tire scrub—common in the swing type axle rear end.
6. Increase tire mileage.

Installation Time—approximately $\frac{1}{2}$ hour.

1. Jack-up the car by placing a jack under the engine. Raise the car until the tires clear the ground of approximately three inches.
2. Slide rubber bushing on "Z Bar" (two each).
3. Attach the fabricated U-brackets to the engine frame horns using the metal straps and the $\frac{5}{16} \times 1\frac{1}{2}$ bolt and nuts. Do not tighten the "Z Bar" brackets yet. The bracket with the slanted cut on the sides fits the right side of frame looking at it from the rear of the car.
4. Place left side strap over axle, insert "Z Bar" end through the inside of strap. Now, slide the hard plastic spacer bushing on the "Z Bar" and tighten, holding the nut.
5. Follow the same directions as above for right side of "Z Bar".
6. Position the inner rubber bushing and frame "U" brackets so the "Z Bar" looks as pictured above. Take "C" clamps and install over rubber bushing and bolt down to the frame horn brackets.

7. Position so that there is no bind to the "Z Bar" and bolt down the large frame fabricated brackets.

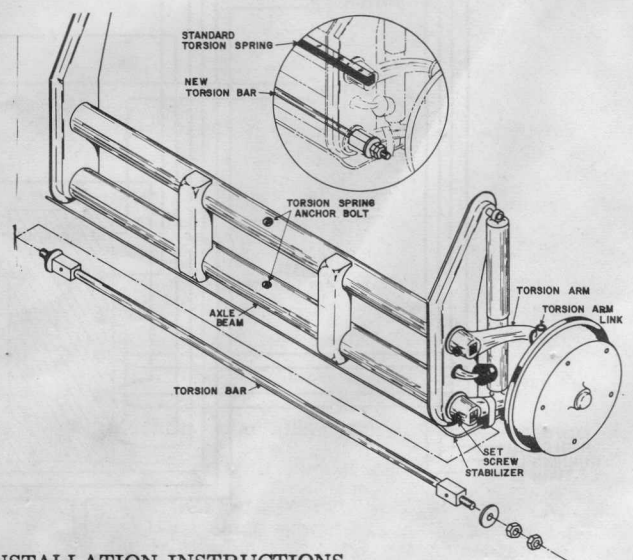
8. Check all nuts and bolts to see that they are all tight.

FRONT END TORSION REDUCER BARS: Torsion Reducer Bars eliminate the need to: Cut the top tube in half and thus weaken the front axle assembly, and weld in adjustable height brackets.

#443—Bar is for use on street Dune Buggies & Super T's. Improves cornering ability & front-end stability.

#444—Bar is for strictly off road use. One end of bar has swivel mount so that each wheel moves independently of other. Fits Dune Buggies, Super T's.

#445—Bar is for competition use. This bar has $\frac{5}{8}$ shaft & is solid at each end. It is a must for total flat cornering, hill climbing & auto crossing. Fits Dune Buggies & Super T's.

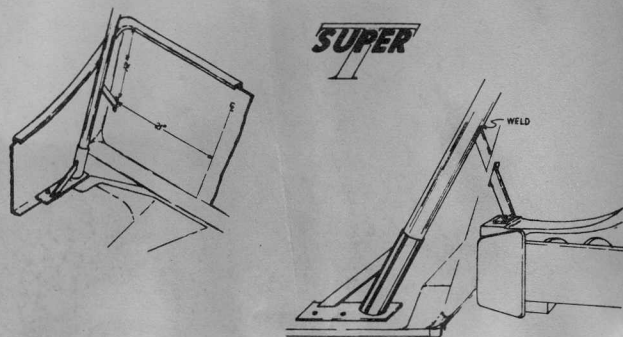


INSTALLATION INSTRUCTIONS FOR TORSION REDUCER RODS:

1. Raise right front of car and remove wheel.
2. Remove bolts holding torsion arms to torsion arm link, and steering rod to steering knuckle on right side only. Remove brake drum. 3. Take stabilizer loose from lower right torsion arm by removing retaining clips and spring clips. Remove bolt from bottom of shock absorber. 4. Loosen lower left and right torsion arm, set screws. Remove torsion spring anchor bolt from center of lower bot-

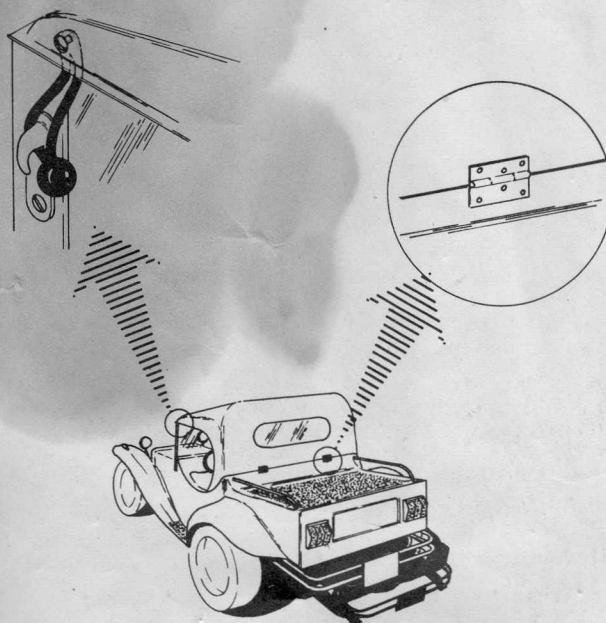
tom axle beam. 5. Take off lower right torsion arm and pull out torsion spring from axle. 6. Insert new torsion bar, making sure indentation on each end of bar faces torsion arm, set screw. 7. Replace lower right torsion arm and tighten right and left torsion arm, set screws. 8. Replace brake drum and connect torsion arms and steering rod. Connect shock absorber and stabilizer to torsion arm. 9. Check all bolts and set screw and mount wheel. 10. Do not replace torsion spring anchor bolt in center off lower axle tube.

4. Remove rear tires to gain access to shock mounts.
5. Insert brace through slot in liner.
6. Bolt roll bar brace to top of shock mount near liner.
7. Place roll bar in mounts.
8. Weld brace to roll bar.



ROLL BAR INSTALLATION

1. Cut $\frac{3}{4}$ " x 3" slot in rear of liner.
2. Slots should be cut approximately 12" down from top of liner and 21" over from center of liner. One slot on each side of liner.
3. Bolt roll bar mount to chassis, using last two bolts at back side of liner.



CLOSING

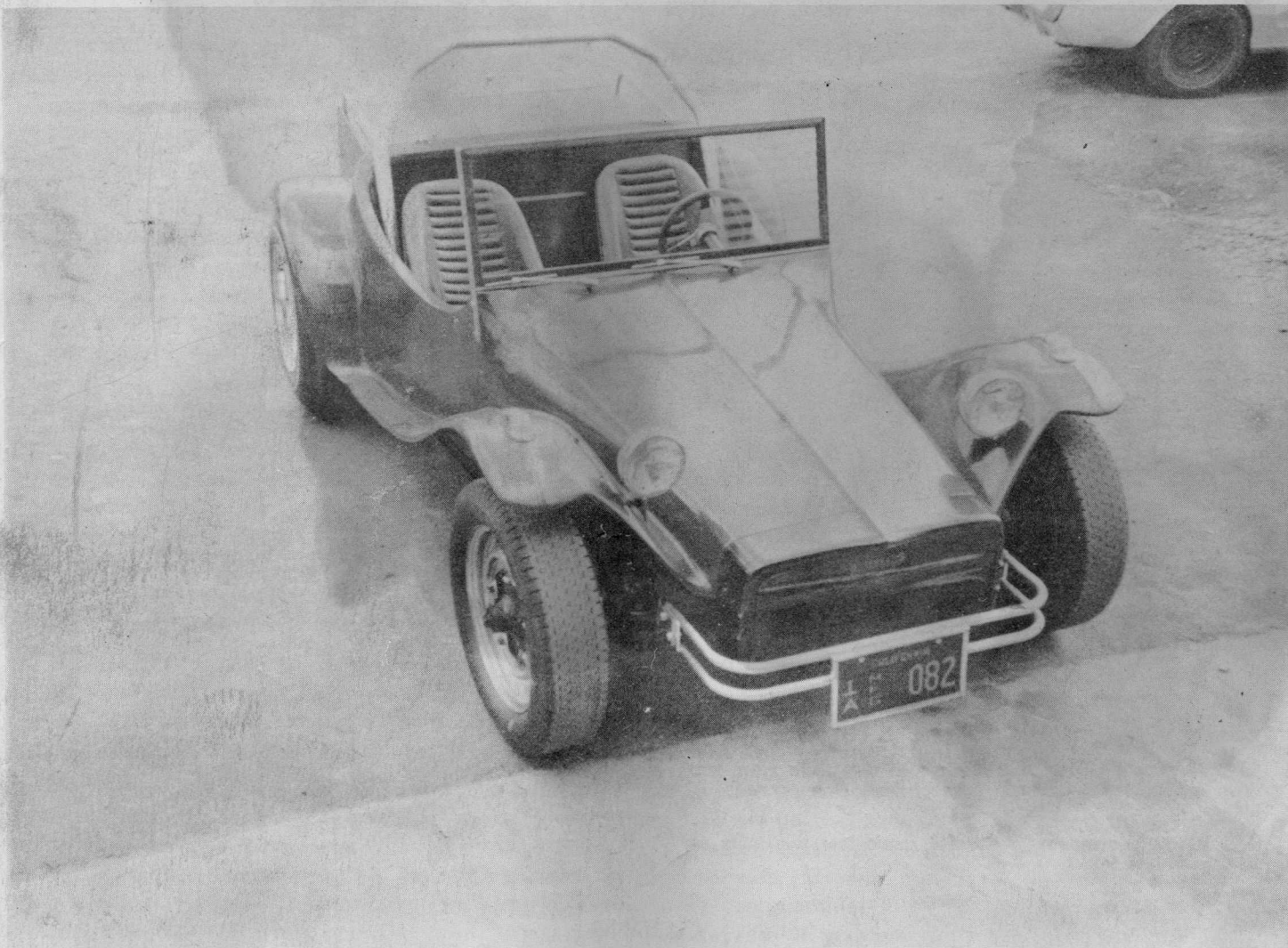
The average installation time, not including the chassis runs about 40 hours. Allow additional time if our extra bolt-on accessories are used. Shortening the chassis takes between 6 and 8 hours, stripping the old body about 4 hours. Two men working for a weekend can normally drive the vehicle late Sunday night.

When you register your Super T take the Title or Bill of Sale for the chassis and the Bill of Sale for the body to your local Department of Motor Vehicle Registration. They will classify it as an assembled vehicle or class it by the year of the VW chassis used noting a body change. It has been our experience that this doesn't change your liability insurance.

If your dealer doesn't have the color in stock you desire, allow 3 to 4 weeks for delivery of special orders.

All of our dealers have financing available, so if you are on a tight budget ask about this and the dealer will be glad to explain the program to you.

Building a Super T can offer a great deal of satisfaction and personal pleasure. As a family project it is without equal. When completed, driving your Super T can open many new avenues of fun for you and your whole family. You will be surprised at the number of new people you will meet and the number of events open to your participation. If you enjoy hill climbs, gymkanas, rallies, road racing, cross country outings, or if you just want to get away from it all for the week-end, the Super T can be your ticket to adventure. These little buggies will also take you into fishing or hunting country that no 4 wheel drive vehicle can ever get near. So, whatever your bag, happy Super-T-ing.



KELLISON SUPER T ACCESSORIES

- | | | |
|------------------------------------------------|-------------------------------------------|----------------------------------------------------|
| 610 Deluxe Fiberglass Hard Top | 347 Dual Exhaust System | 449 Tow Bar |
| 611 Cloth Top With Side Curtains | 624 Roll Bar With Mounts | 345 Wiring Harness |
| 612 Side Curtains—Deluxe Top | 625 Roll Bar With Mounts—Chromed | 359 Custom Upholstered Bucket Seats |
| 613 Windshield Frame (Fold Down) Plain | 626 Installation Kit | 627 Wind Wings |
| 614 Windshield Frame—Chromed (Fold Down) | Includes These Items: | 443 Front End Torsion Reducer Rods Street Use |
| 617 Cowl Brace | 6262 Cowl Brace With Steering Shaft Mount | 444 Front End Torsion Reducer Rods Off Road Use |
| 618 Engine Skid Plate (Steel) | 6263 Front Bumper Mounts | 445 Front End Torsion Reducer Rods Competition Use |
| 268 Universal Bucket Seat—Pair | 6264 Chassis Reinforcing Rails | 628 Pick Up Bed Rails |
| 620 Universal Bucket Seat Tracks | 6265 Battery Box | 329 Cable Shortener Kits |
| 272 Bucket Seat for VW Seat Mount—Pair | 6266 Gas Tank Mounting Brackets | 629 12" Sponge Steering Wheel |
| 621 Bumpers—Pair | 6267 Rear Body Support Mounts | 630 Custom Floor Mat |
| 622 Chrome Bumpers—Pair | 6268 Rear Bumper Mounts | 631 80" Custom Chassis |
| 623 Split Brake System | 6269 Steering Extender Kit | 619 Engine Skid Plate (Fiberglass) |
| 346 5" Chrome Headlights—Pair | 62610 Brake Extender Kit | 632 Rear View Mirror |
| 344 7" Black Headlights—Pair | 62611 Running Board Support Mounts | 633 Flip Top Gas Cap |
| 441 Front Sway Bar | 62612 Silicone Adhesive | 615 Windshield Frame Rigid—Plain |
| 442 Rear Z Bar Camber Compensator | 329 Cable Shortener | 616 Windshield Frame Rigid—Chrome |
| 634 Wide Base Wheels (8 x 15) (Reverse) Plain | | |
| 635 Wide Base Wheels (8 x 15) (Reverse) Chrome | | |