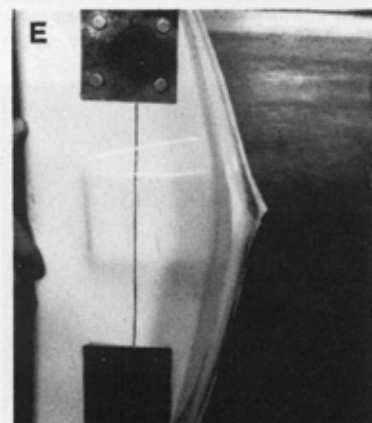
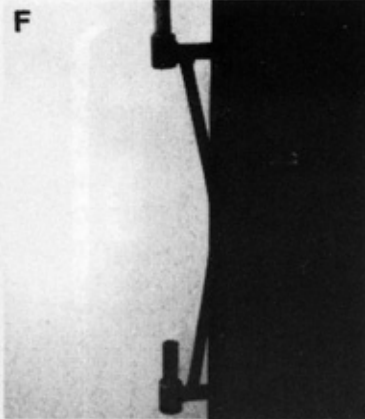
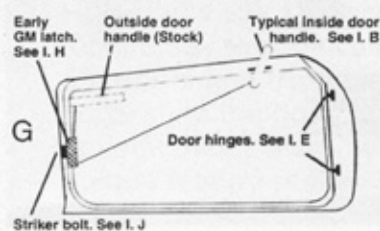


## I. DOORS



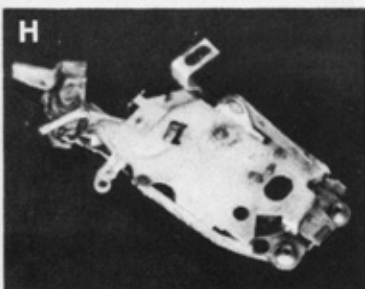
apart as possible. Second, use a longer pin for the lower mount. Fitting the door to the car will be a lot easier when the car is finished.

G. This drawing shows the layout for the handle and latch mechanisms. Because both handles pull only the door latch, wire or welding rod can be



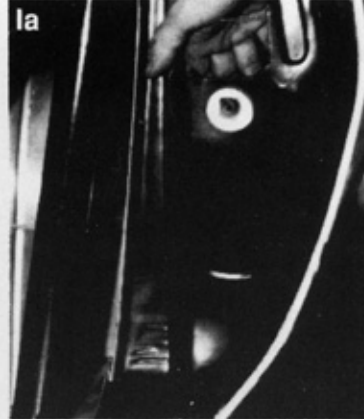
used to activate the latch.

H. This is an early GM latch, with a top lever for the outside handle mechanism and a lower lever for the inside door-handle mechanism. The middle lever is for the door lock and should be welded in the unlocked position. The latch will fit onto the door only



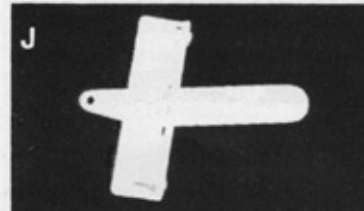
I. One type of alignment adjuster is the striker bolt, which fastens the door when it is closed. The bolt can be loosened from the back side by reaching through the tub area or the inner rear kick panel. Once loosened, the bolt can be repositioned within the larger hole that houses the bolt. The bolt can be retightened after alignment with the door latch is complete.

J. This is a typical door handle. Location is a matter of driver preference, but the mechanism will be basically the same from handle to handle. A ratio of 4:1 is recommended (the handle is four times longer than the shorter applied end of the strut).

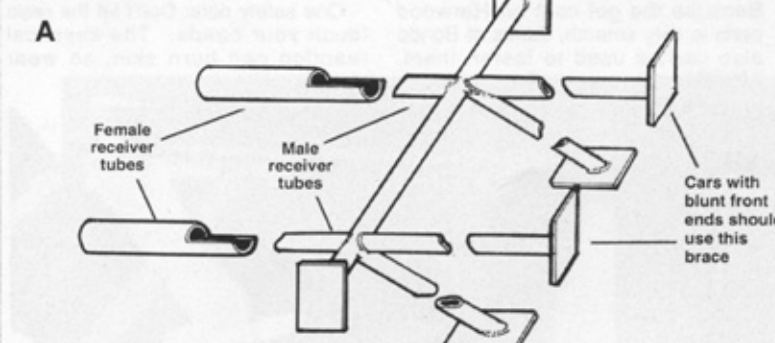


K. It is often necessary to contour the door to fit the body line. The door can be contoured before the aluminum inner panel is permanently riveted into place. First, drill the rivet holes into the inner panel. With the door closed, one person can press the outer edges of the door into alignment with the car's body. A second person then drills into the fiberglass door, using the holes in the aluminum

panel as a pattern. Once removed from the car, the door may be contoured until the holes re-align. Then the rivets may be installed to hold the door in the final, stressed shape.

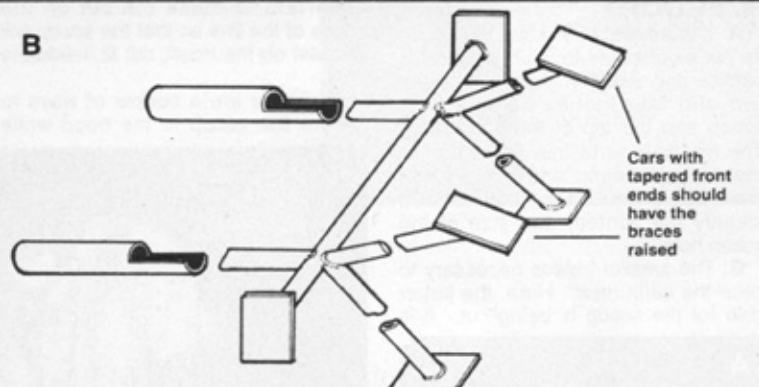


## II. FRONT END



A. Different body styles require various approaches to front-end frame design. For cars with blunt front ends, such as early Camaros, Calais, and late-model Mustangs, the forward edge of the fiberglass front end must be supported as shown.

B. For cars with sloped front ends, such as late-model Camaros, Firebirds, and Corvettes, the top of the front end must be supported as shown. In either design of front-end frame, the entire structure can be pre-assembled inside the front end. The primary precaution is to be sure that the male receiver



tubes are the same width as the female receiver tubes on the framrail.

C. The Dzus buttons should be installed onto the fiberglass front end before trial-fitting the front end to the car. The support brackets can then be fabricated to fit the location of the buttons. Any front-end misalignment will form cracks in the fiberglass. (Photo D is on page 70.)

D. The supports for the Dzus plates needn't be elaborate. Here is an example of how the top rearward supports can be fabricated.