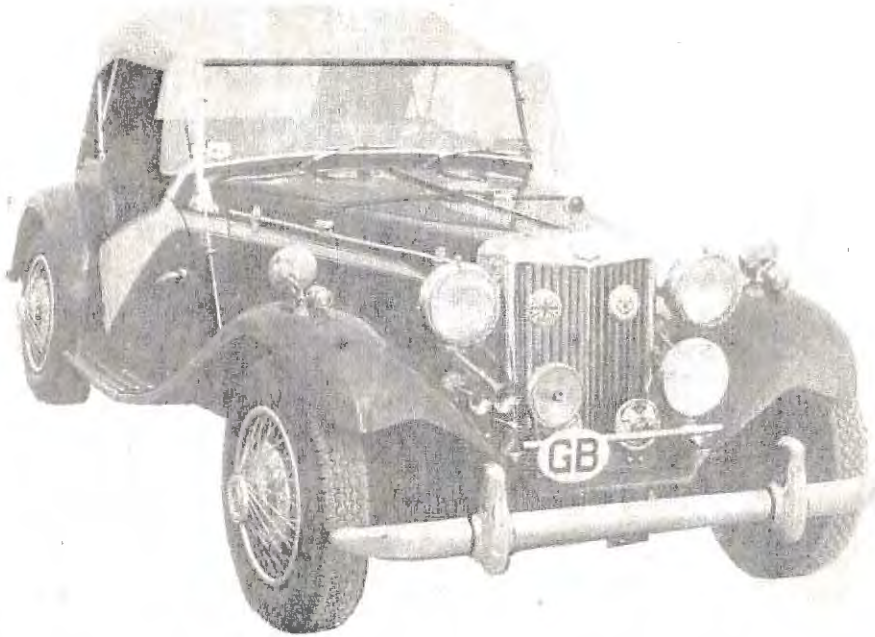
DAYTONA

MIGI



DETAILED ASSEMBLY MANUAL



by

Daytona Automotive Fiberglass, Inc.

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[redacted] Daytona Automotive Fiberglass, Inc.

CONGRATULATIONS!

You are about to become involved with one of the most exciting classic sports cars in the entire world. The *original* Daytona MIGI! Of course, you already know this, and that's why you have taken this first step to make that dream of yours come true . . . the dream of owning a replica of the classic of all classics.

Patterned after the MG TD of the fabulous fifties . . . the Original Daytona MIGI is accurate within fractions of an inch to the dimensions of the real car . . . except for one thing . . . the MIGI turns out to be far superior in all aspects than the original. Classic styling coupled with VW economy gives you an unbeatable combination.

Our original Daytona MIGI uses more VW parts than any other replica on the market including wheels and tires . . . STOCK VW wheelbase . . . NO SHORTENING OR NARROWING OF THE FLOOR PAN. Simple relocation of shifter and peddles are the only modification.

It's difficult at best to describe the pleasure of owning a Daytona MIGI. You better get ready for lots of parking lot company and conversation because when you take this baby out you'll never be alone. If you like lots of friends you'll meet a new one at every red light intersection . . . and oh, by the way, it might be a good idea to start brushing up on TD history because people will think you're an expert driving this car.

You need not be a mechanical genius to build a Daytona MIGI. The kit was painstakingly designed with you in mind. No special tools are required. People from all walks of life have built beautiful MIGI cars . . . doctors . . . salesmen . . . and even wives have helped build the kit with great anticipation of the day the car is ready for its first drive out in the streets and highways. Building your own car is rewarding, both financially and emotionally. Your thoughts, planning and efforts will produce a car that stands out from the crowd. There is a great satisfaction in knowing this is truly YOUR CAR!

Many people spend years restoring classics, only to drive them very little. You will spend only a few short weeks building a MIGI and a great amount of time driving and enjoying the results of your effort.

There is another point to remember . . . the Daytona MIGI is an investment! We don't know of a single case where the builder didn't make money when the car was sold. As one doctor said after building his MIGI, "It appreciates instead of depreciates."

So let's get on with the job at hand. The experience that awaits you is one you'll remember for the rest of your life. The sooner we begin, the sooner you'll be out driving your MG TD replica and having FUN!

This manual contains instructions for assembly of the MIGI body kit.

It should be used as a guide for a look at components and steps necessary to complete your car . . . keep in mind from the beginning that you are building your very own custom car. If you are thinking about any special, personalized items . . . it would be good to program them in as you build. This, of course, will save you the work of modifying the finished product later. Let your imagination and pocketbook be your guides when building your own car. It can be as simple or elaborate as you desire.

One final important note before we begin building . . . . There are companies attempting to "copy" the original Daytona MIGI . . . . The public has been misled with "false" claims, etc., etc. With a MIGI body by Daytona . . . you are assured of getting the best . . . THE ORIGINAL . . . the first and most authentic replica on the market place today! Look for our original stamp molded into the fiberglass body (front firewall section, driver's side).

YOU WON'T BE SORRY WITH AN ORIGINAL DAYTONA MIGI BY DAYTONA AUTOMOTIVE FIBERGLASS, INC.

Thank you and GOOD LUCK!

LaVerne Martincic

UPON ARRIVAL OF YOUR MIGI, UNPACK CAREFULLY AND CHECK SHIPMENT. Claims for damage in shipment should be made BY YOU to the carrier as soon as damage is discovered. INSPECT ALL MERCHANDISE UPON RECEIPT, in presence of driver.

Along with all body kits, we ship a small quantity of matching gel-coat color (s) and MEPK (the catalyst), for touch-up. Store the gel-coat in a cool, dry place and it will last you several months. When using gel-coat, use 2-3 drops of MEKP per ½ cup of gel-coat color. The higher the temperature, the LESS catalyst you will need to use. DO NOT mix more than you are going to use immediately; DO NOT return any mixed portion into the container with unmixed gel-coat!!

REPAIRING SMALL SCRATCHES: Surface scratches may be removed with rubbing compound. If this does not take them out, wet sand with 600 paper and then use rubbing compound.

IF THE SCRATCH HAS GONE BELOW THE COLORED SURFACE, sand around scratch with 400 grit and with a small brush, apply catalysed gel-coat to the scratch, as smoothly as possible. Cover with cellophane or Scotch mending tape and wait 24 hours, finish as follows:

Wet sand with 320, then wet 400, then wet 600, rub out with rubbing compound and wax the surface.

The "mold" lines on either side of the rear fenders/main body, may be finished in the same manner as above. Cover the body surface on either side of the lines, with masking tape, so that you will be working with an area of about 4" only.

Follow above instructions for scratches, etc.

THE ENTIRE BODY SURFACE MAY BE RUBBED OUT WITH RUBBING COMPOUND FOR A HIGHER LUSTER.

IF YOU HAVE ANY PROBLEMS OR QUESTIONS WITH RESPECT TO YOUR "MIGI", CONTACT US IMMEDIATELY.

ACQUIRING A VW CHASSIS

You may be thinking about replacing that worn body of your present VW. If you do not presently own a VW you may plan to acquire a wrecked VW from your nearby salvage yard. Whatever your plans...this brief section should be of interest to all.

The MIGI was designed to be adapted to the standard VW "BUG" SEDAN ONLY!! Keep this very important fact in mind. For instance a Super Beetle Chassis won't work.

The MIGI will adapt to any year, however, the condition of the chassis and floorpan should be high on your consideration list when purchasing a chassis. VW "Bugs" have had minor changes throughout the years...however, the floorpans remain the same. All are usable. Naturally the newer the better. We have had builders purchase a brand new BUG...take it from the showroom directly home and remove the body. If this is within your financial ability...let me say this... the MIGI body is worth the investment.

A few facts of importance: The first 12 volt system was on the 1967 models.

A 1500cc engine was used from 1967 through 1969. A 1600cc from 1970 through 1976 with dual-port heads introduced in 1971. The engines in 1971 and 1972 have 60 hp...all others in stock condition have less!

The basic thoughts you should have in mind when looking for your chassis consist of four major components. FLOORPAN...FRONT SUSPENSION/STEERING...TRANSAXLE AND, OF COURSE, THE ENGINE. Your own common sense and the advice of those more mechanically inclined will guide you on picking the right chassis...Keeping in mind that engines can be rebuilt...a close look at the other components might be wise.

REMOVING A VW BODY

(If you acquired a PAN without a body you can skip this section. If you have a complete car...READ ON.

Before the VW body can be separated from the floorpan..the following must be completed:

a. ( ) Remove the front and rear seats along with loose carpeting and floor mats.
b. ( ) Disconnect and remove the battery (under rear seat)...SAVE!
c. ( ) Drain gas tank. Disconnect gas line and remove the tank (four bolts). SAVE!
d. ( ) Separate the hydraulic fluid reservoir from the body and SAVE!
e. ( ) Disconnect all electrical wiring from the engine. Disconnect heater ducting.
f. ( ) Unbolt steering shaft retainer (reached through gas tank location)...unbolt steering column at dashboard and remove shaft and column...SAVE!
g. ( ) Disconnect speedometer cable from gauge at dash and pull cable through firewall.

You are now ready to unbolt and remove the body. Referring to Fig. 1-A, remove all the body bolts at the locations shown by the large dots (may vary according to year). Side bolts are accessible under the outer edge of the body..rear bolts from within the body under seat. One of the two bolts on either side at the rear (on shock towers) are accessible through rear fender wheelwells...two bolts are up in front where the gas tank was mounted. Save the bolts if in reusable condition!

Fig 1-B shows the gas tank removed. It's a good idea to clamp off the gas line outlet to avoid gas leakage.

Figs 1-C-D-E will give you an idea what you'll be seeing during this stage...in one word - messy...but don't worry about it...they all look that way at this point...so let's move on!

The body is now free of the floorpan and can be lifted off using a block and tackle...chain hoist or several strong friends that you better promise a ride later.

The VW body is heavy and considerable care should be taken when removing it. It is because of this weight loss that you can expect better than VW economy and performance from the MIGI. Oh!...this would be a good time to take one last look at your old BUG or take a picture of it before and after to show your friends later. OK let's lift it off!

FIG. 1-B

FIG. 1-C

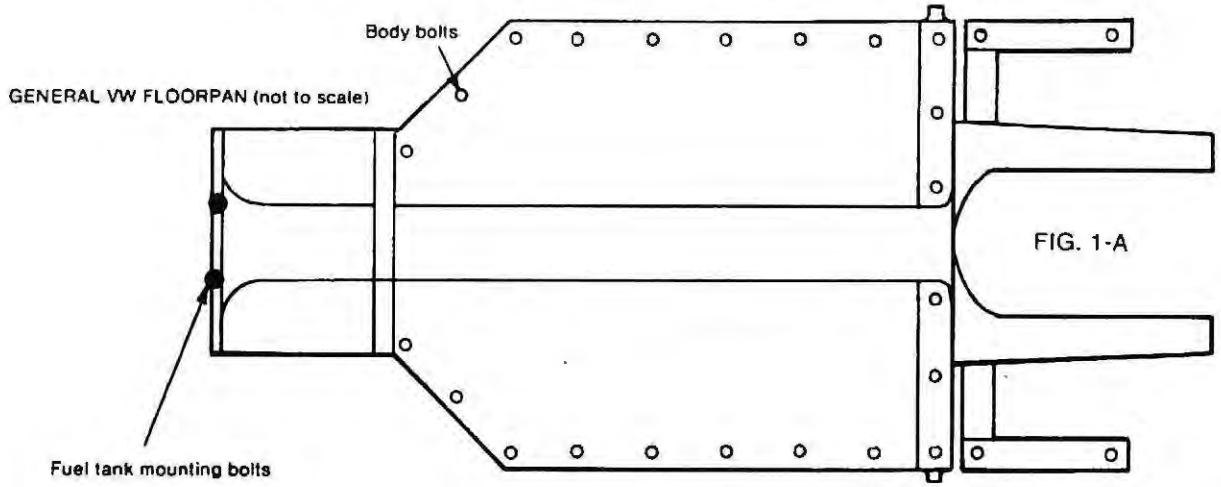


FIG. 1-A

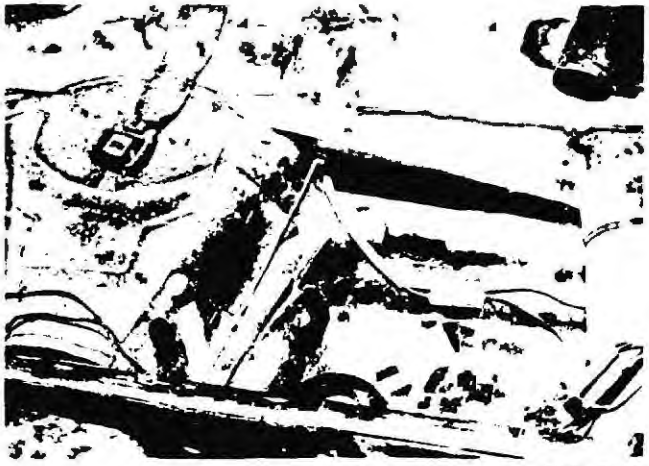


FIG. 1-D

FIG. 1-E

NOTE: The voltage regulator on later models is mounted inside the body behind the driver's door...BE SURE TO SAVE IT! Earlier ones are mounted on the engine on top of the generator. We suggest you save all undamaged parts..you may have use for them later or you may sell them...In general SAVE! the following:

Wheels and tires
Complete steering column
Gas tank
Battery
Speedometer/gas gauge
Brake fluid reservoir
Wiper assembly
Horn
Rubber seal between body and floorpan if not rotted.
Voltage regulator
Headlight switch
Wiper switch
Ignition switch
Dimmer switch
All relays/connectors
Front parking/directional lights
Tail light lens if 1962 through 1967
All light bulbs.

PREPARING THE FLOORPAN

Following the removal of the VW body the floorpan should be cleaned up, Fig. 1-F. Take the time to do a nice job now while the floorpan is totally exposed..bits and pieces of torn floor covering etc. should be removed..rust spots should be sanded and repaired with a quality grade of rust inhibiting paint. We know of one person who completely covered the floorpan with fiberglass cloth. While it isn't necessary to go that far...do the best you can. Remember this is the chassis your new body will be sitting on so do it now while it's easy. The entire pan should be cleaned and painted with good rust inhibiting paint. When the clean up is complete..the seat tracks must be removed either by chiselling off or by drilling through the attaching spot welds.

FIG. 1-F

LOWERING THE REAR SUSPENSION (NECESSARY ON ALL CHASSIS)

1. Place jack stands under rear corners of floorpan so that the wheels are hanging.
2. Disconnect shock on top bolt.
3. On late models (69 or newer)...disconnect outer universal joint form hub (each side) 6 bolts to permit wheel and hub to drop lower.
   1 inch. (See FIG. 2-A)
4. On late models...remove 4 bolts securing torsion arm (at rear) to diagonal arm. Lower wheel to disengage torsion arm.
5. Remove hub cover (4 bolts). Torsion arm is resting against "stop". Pry spring plate off stop...CAUTION... DO NOT DISENGAGE SPLINES! Torsion arm will drop about 1 inch.
6. Disengage torsion arm from bar. PULL arm off bar (if bar comes out...remove from arm and reinstall bar in **same** position without plate).
7. Rotate torsion ARM up slightly so that it will engage into the next spline. The arm...in its readjusted position...will be even with the bottom corner of "stop". Replace cover and reassemble. Now remove the jack stands and set the chassis on the floor.

NOTE: After both arms have been rotated...check by measuring from floor to back corner of floorpan. WITH ENGINE ON CHASSIS THE DISTANCE WILL BE 10½ inches (plus or minus ¼ inch).

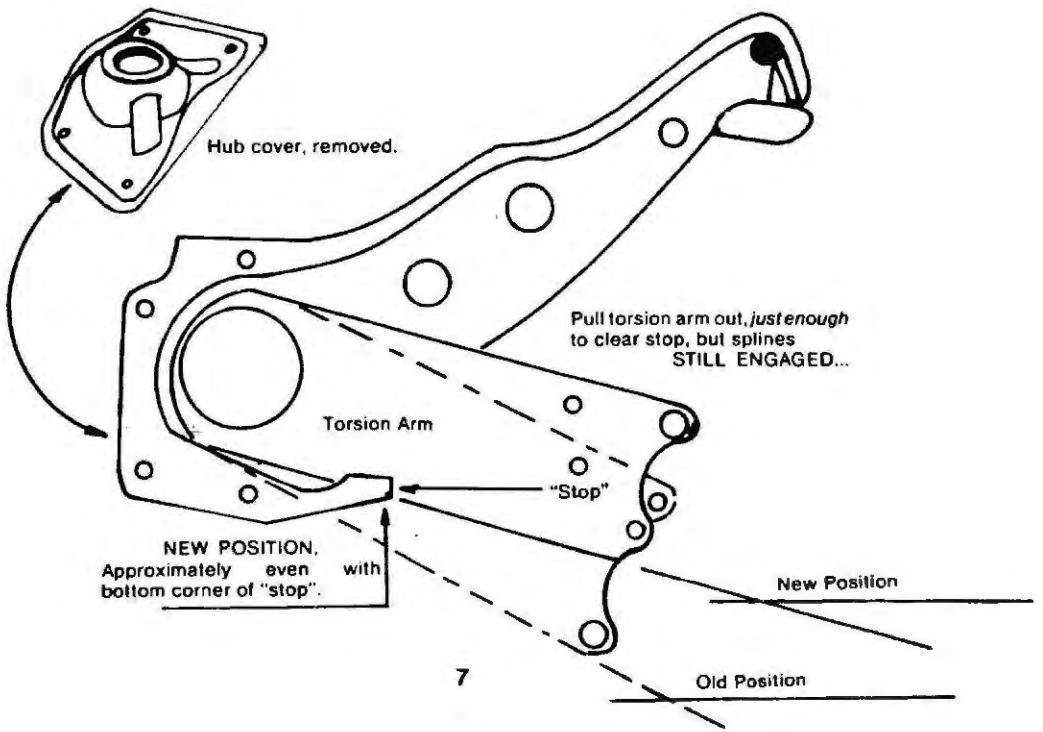
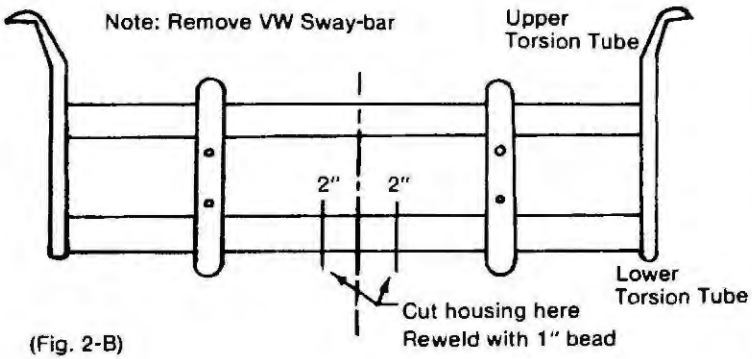


FIG. 2-A

LOWERING (SOFTENING) FRONT SUSPENSION.

Again...because of the weight reduction...we must soften the front suspension in the following way:



(Fig. 2-B)

Remove the front suspension from the pan (4 bolts and disconnect steering dampener). With a pipe cutter...cut per illustration Fig. 2-B. Study the two photos Figs. 2-C and 2-D for an actual look at the cut. If you are experienced with a cutting torch the operation can be performed in that manner. Cut the housing all the way around about 2 inches to either side of the center. The portion that cannot be cut with a pipe cutter should be cut with a hacksaw.

FIG. 2-C

IMPORTANT NOTE: USE EXTREME CARE NOT TO CUT THROUGH THE BARS INSIDE THE HOUSING....CUT ONLY THE OUTER HOUSING!

FIG. 2-D

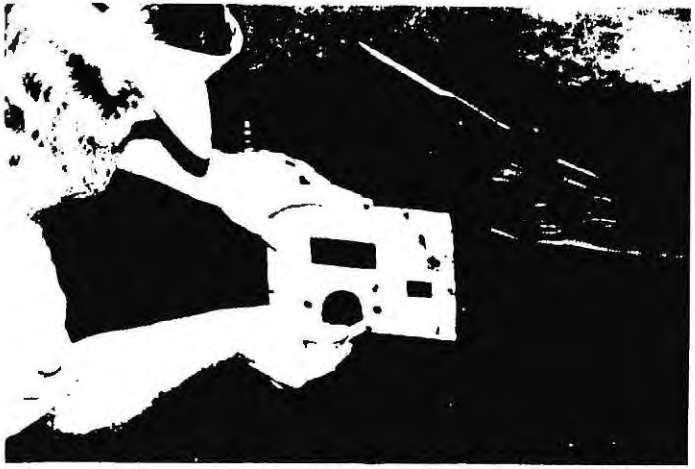


FIG. 2-E

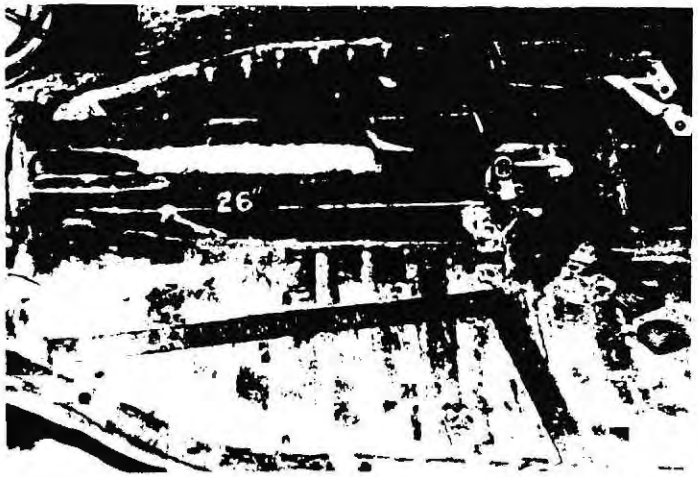


FIG. 2-F

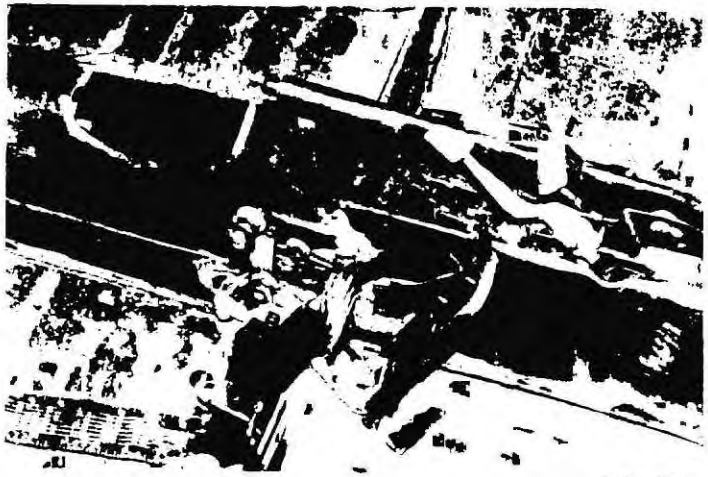


FIG. 2-G

After cutting the housing....reinstall the front end on the chassis. The center cut portion of the lower tube is now free and rotatable. The center locking nut will rotate downward with the weight of the completed car. In some cases it may be necessary to stand on the front end of the chassis weighting it down to the original 8 inch floorpan height before rewelding.

The center nut will face downward from its original position. After the car is complete reweld the floating section using at least a 1 inch bead on either side.

CHANGING THE LOCATION OF THE CONTROLS:

Due to the change in seating location...it is necessary to relocate the controls. For simplicity..we recommend that you DO NOT attempt to move the emergency brake handle. In its original VW position..it will be located under the dash. By leaving the emergency brake under the dash...you can then install a bench seat into your MIGI increasing the seating area.

It is necessary to move the pedal assembly back. The standard amount to move back is 26 inches...however, you can move the assembly back from 25 to 29 inches to suit your own individual needs. We recommend the standard 26 inch relocation that way should you ever want to sell the car you won't have to worry about foot reach. Study the photographs FIGS. 2E, F, G & H before starting to relocate the pedals...cut out templates or better still trace them out on a separate piece of paper to keep your assembly manual in tact.

Gas welding is recommended when moving the shifter...NO welding is necessary when moving the pedal assembly...except for the clutch cable housing! Study the photos and the floorpan sketch thoroughly then let's read on for instructions on doing the work.

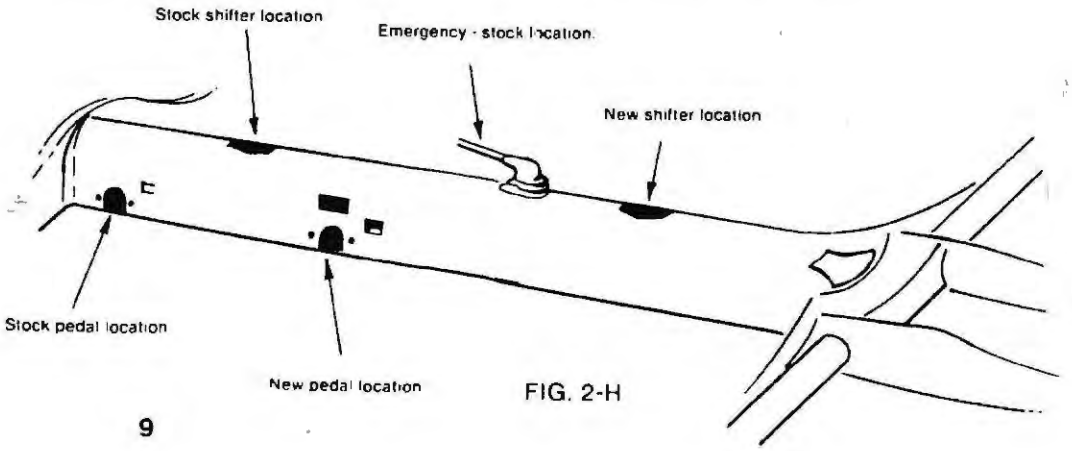
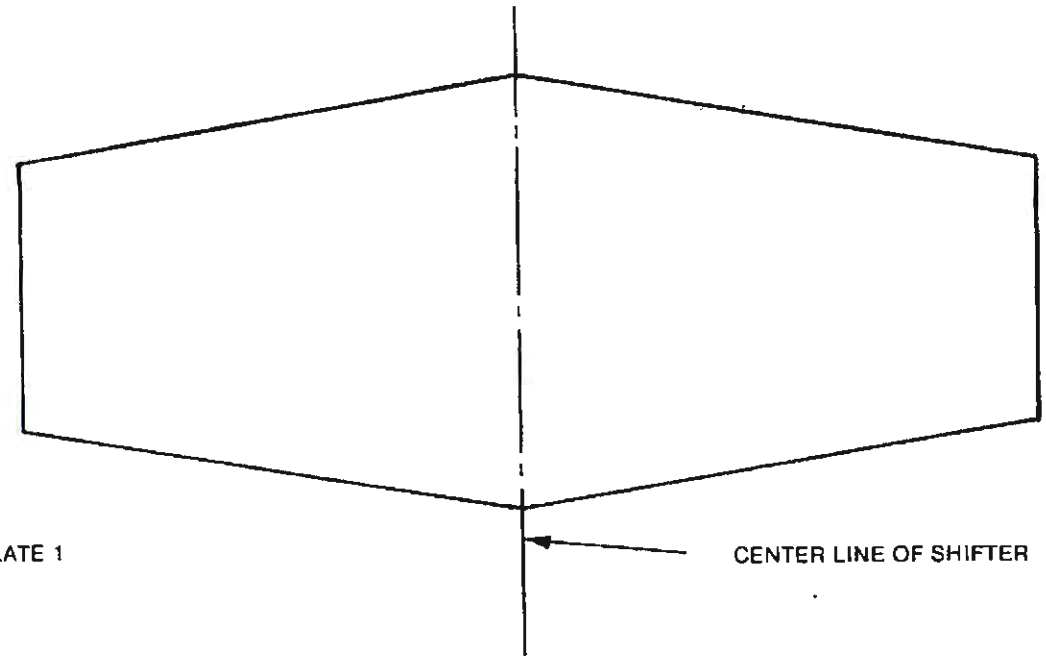


FIG. 2-H


TEMPLATE 1
CENTER LINE OF SHIFTER

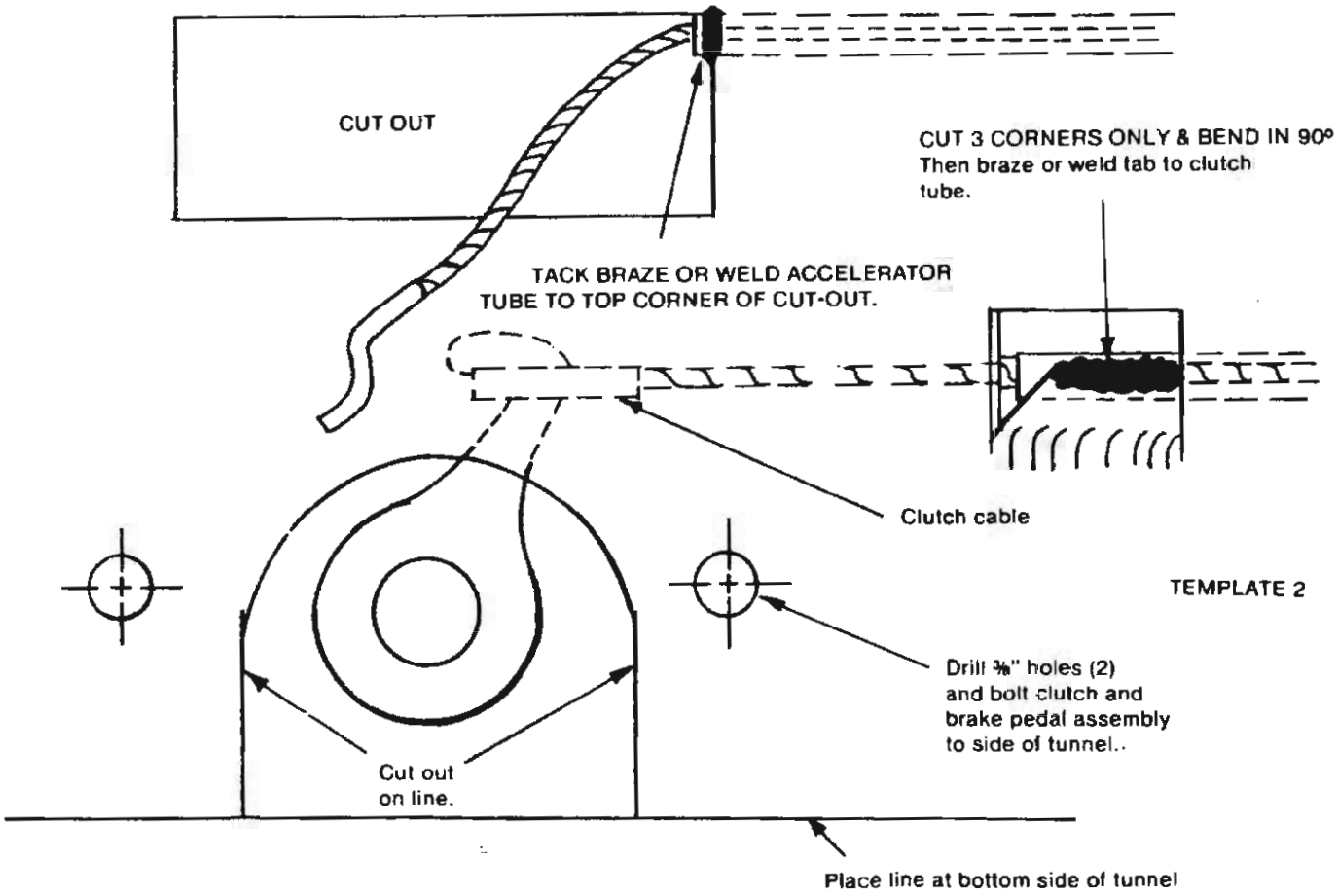

CUT OUT
CUT 3 CORNERS ONLY & BEND IN 90°
Then braze or weld tab to clutch tube.
TACK BRAZE OR WELD ACCELERATOR TUBE TO TOP CORNER OF CUT-OUT.
Clutch cable
TEMPLATE 2
Drill ⅜" holes (2) and bolt clutch and brake pedal assembly to side of tunnel..
Cut out on line.
Place line at bottom side of tunnel

FIG. 2-I

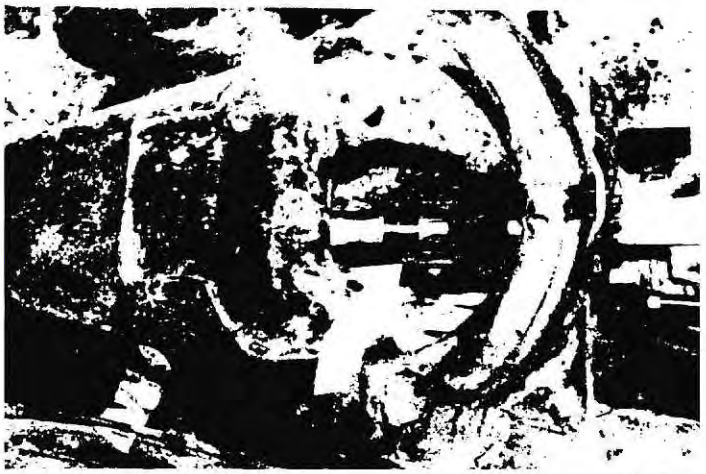


FIG. 2-J

RELOCATING THE GEARSHIFT:

First remove the gearshift tower by removing the two bolts on the top of the tunnel and lifting the whole assembly ..See FIG. 2-I, spring and plate out. SAVE! Next uncouple the shift rod from the transaxle through the access cover at the rear of the tunnel. FIG 2J. Remove shift rod (FORWARD) through access hole at the front of the pan. (You must remove the front cover to do this).

Now you must shorten the shift rod. The amount to shorten should be equal to the amount which the shift lever itself was moved rearward. Do not let yourself over complicate this modification....you're simply moving the shifter location back by so many inches so you shorten the shifter rod by the same amount. The most important thing to keep in mind here is you will be shortening the rod by cutting out the center section of the rod. Because the rod has connectors on both ends it's important that we keep these ends in the original position when rewelding the rod together again. One way to insure proper end alignment is to scribe a line on the rod before cutting. The scribe line should be parallel to the axis of the rod itself. Now you can remove the section to be shortened (Again an equal amount to that which the shifter was moved rearward) with the use of a pipe cutter or hacksaw. When you cut leave some of the scribe line showing on the end pieces. Now simply position the end pieces together aligning the scribe lines and reweld. Your shift rod is now modified..lay it to one side for the moment. Refer to sketch FIG. 2-K.

Take out and discard, center.

FIG. 2-K

FIG. 2-L

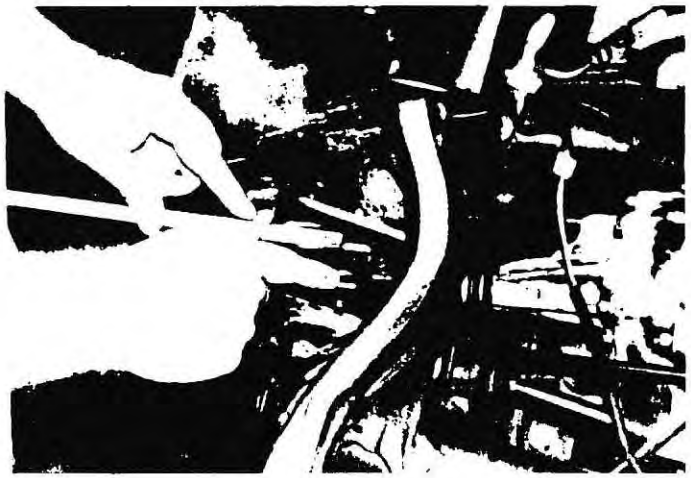


FIG. 2-N

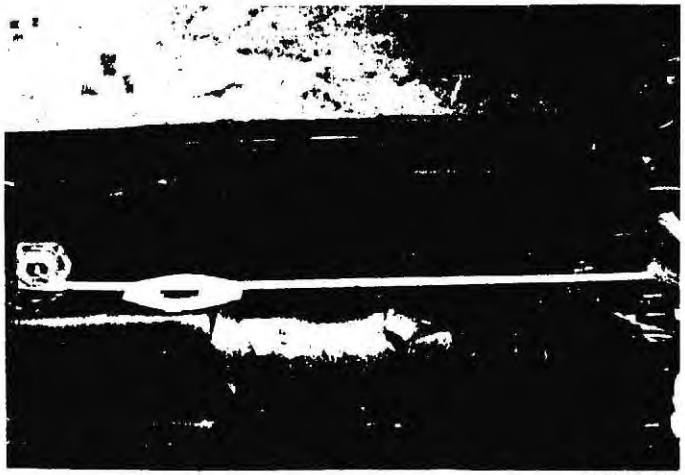


FIG. 2-O

Using the template NO. 1...place it directly over the ORIGINAL SHIFT LOCATION. Mark the outline and burn out the section. This can also be done by drilling a series of holes about one quarter inch bit size all around the template mark...then chisel out the section. See FIG # 2-L.

Determine the new rearward shifter location in the following manner:
Study Figures 2-N, 2-O and 2-P
Figure 2-N shows the starting point for measuring.
Set your rule at the pivot point of the shifter pin per Fig. 2-N.
Now measure forward 19 ¼ inches and mark a line per Fig. 2-P.
Place the template over the line per Fig. 2-O so that the line you marked passes through the center of the template.

Make your outline and again burn or drill out the section. Take the original shifter section and position in new cut out area and weld in place. Once the tunnel area has cooled off you can reinstall the shifter rod by placing it through the original shifter hole (FIG. 2-G). Once this is done you can close up the original shifter hole with tape or sheet metal and sheet metal screws. If you like to weld and your torch is still fired up..you can tack weld a small neat plate over the hole. Take a look at the sketch 2-M for an overall view of what we're doing at this point.

FIG. 2-P

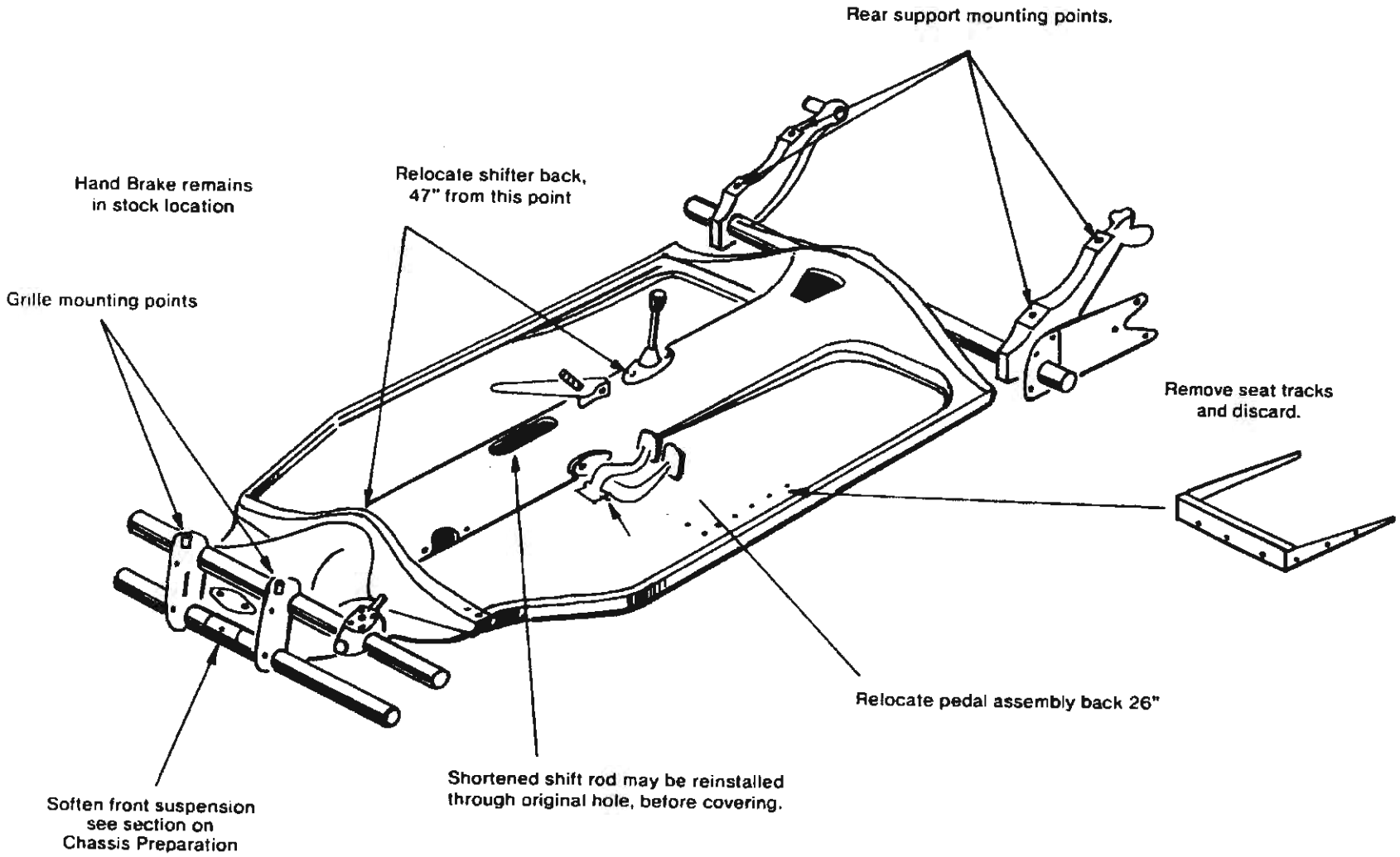

Rear support mounting points.
Hand Brake remains in stock location
Relocate shifter back, 47" from this point
Grille mounting points
Remove seat tracks and discard.
Relocate pedal assembly back 26"
Shortened shift rod may be reinstalled through original hole, before covering.
Soften front suspension see section on Chassis Preparation

FIG. 2-M

RELOCATING THE PEDAL ASSEMBLY:

Using template NO #2 measure back 26 inches (or to your own individual needs as mentioned earlier) on the tunnel for the new pedal location. FIG #2-F. Mark the side of tne tunnel (2-E) and cut the new holes. Unbolt the original pedal assembly and relocate to new holes.

NOTE: PRY TABS LOOSE HOLDING BRAKE LINE ON OUTSIDE OF TUNNEL DRIVER'S SIDE...MOVE BRAKE LINE OUT OF THE WAY BEFORE CUTTING THE NEW HOLES.

Pull accelerator cable back from engine area and shorten to proper length at carburetor. (New cable end is supplied with the basic MIGI body kit). Install clutch cable and shorten at back end using the cable kit supplied.

SOME RECOMMENDED PEDAL MODIFICATIONS:

We have found for better clutch leverage and foot room it is best to heat (with a torch) the pedal arms...bend to the left...then reheat in a higher location and bend upward per the sketch 2-Q.

(SKETCH OF PEDAL BENDS)

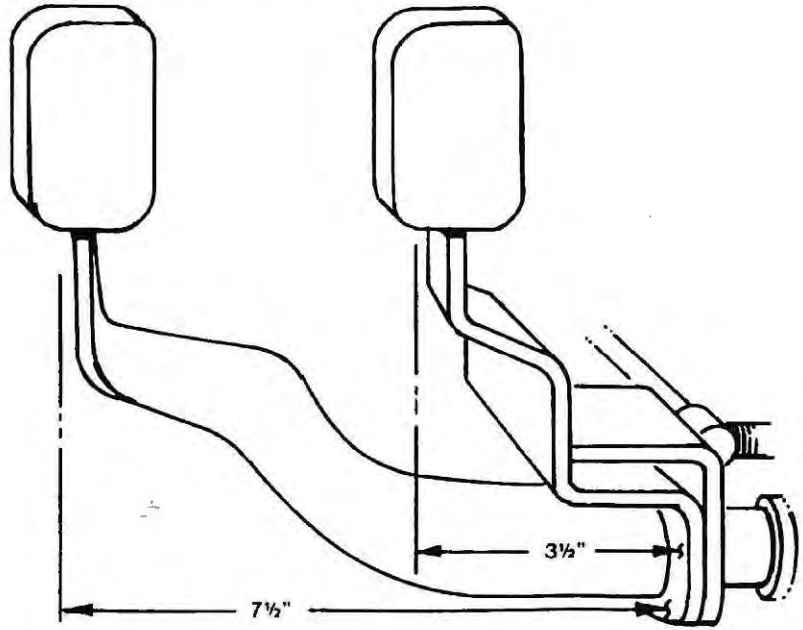


FIG. 2-Q

INSTALLING HEAT (OPTIONAL)

For all weather driving we recommend that you install a heating system. This must be done prior to mounting the body to the chassis. Study FIG #'s 2-R, 2-S, 2-T & Sketch. Basically you need to cut two holes in the frame horns and mount two VW connecting pipes with sheet metal screws. Two more holes are cut in the tunnel in the general area below the shifter..(these are the heat outlets to the cockpit area). Use a flexible heat resistant hose to route the hot air from the VW heat exchangers. Some builders have purchased screen door patches at the local hardware store to cover the heat outlet holes....secure them down with sheet metal screws and paint flat black for a finishing touch. Later your rug will be cut to allow the air flow in and the screening type grill looks nice in place of the open hole. You could paint the screen covering the hole the same color as your rug. Use your own initiative here to personalize your car. See sketch on following page.

FIG. 2-R

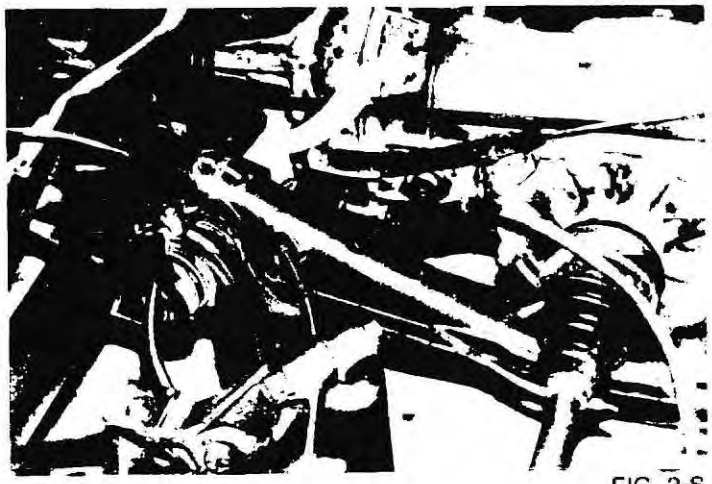


FIG. 2-S

FIG. 2-T

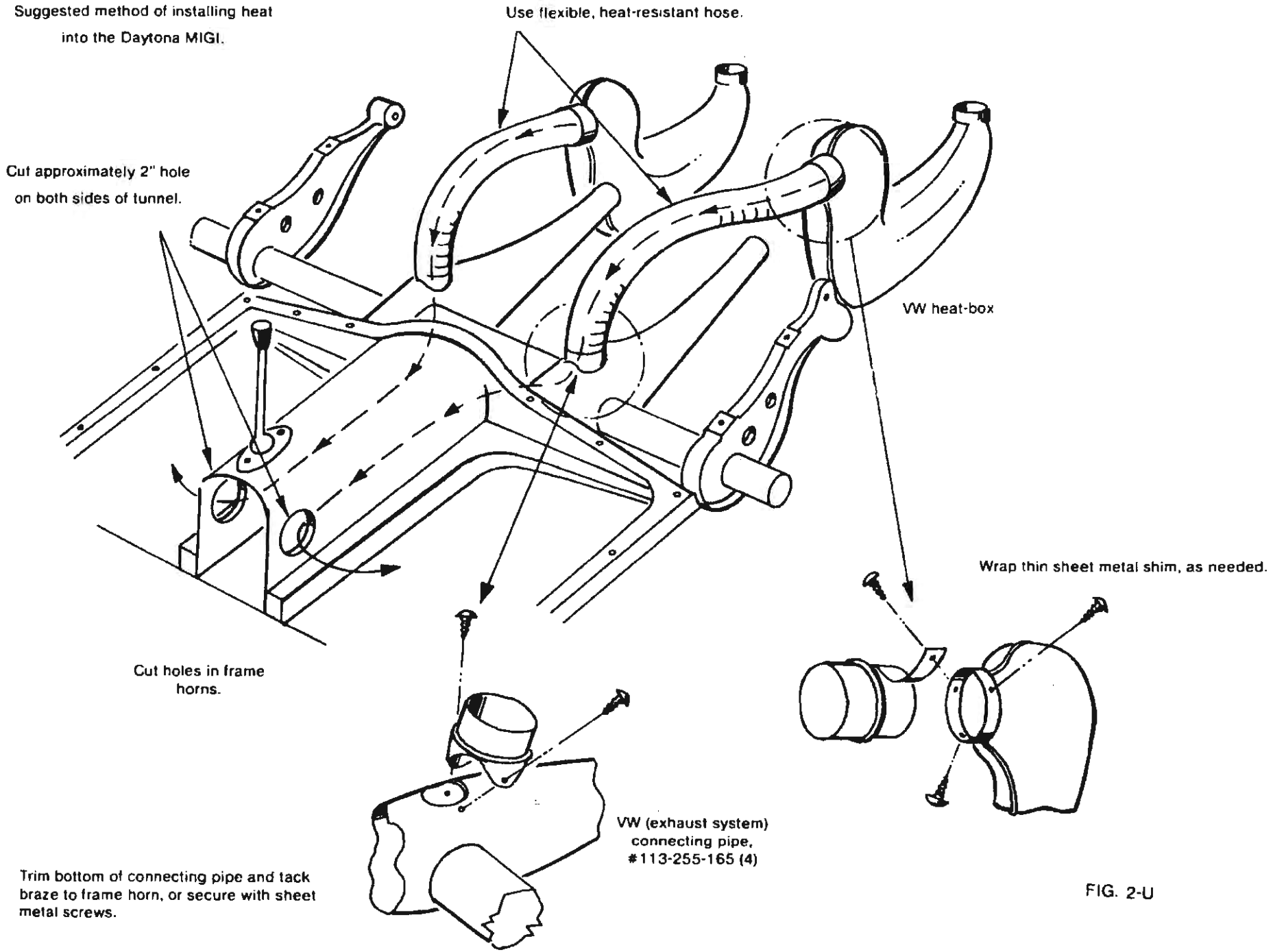

Suggested method of installing heat into the Daytona MIGI.
Use flexible, heat-resistant hose.
Cut approximately 2" hole on both sides of tunnel.
VW heat-box
Wrap thin sheet metal shim, as needed.
Cut holes in frame horns.
VW (exhaust system) connecting pipe, #113-255-165 (4)
Trim bottom of connecting pipe and tack braze to frame horn, or secure with sheet metal screws.

FIG. 2-U

NUT & BOLTS REQUIRED TO ASSEMBLE BODY AND INSTALL TO CHASSIS.
COMPRISES OUR "NUT & BOLT PACKAGE" ON ACCESSORY LIST.

#1 for Hood & side panel installation:

1A (21) pop rivets 3/16 x 5/8 aluminum. Hood hinges & latches to body.

1B (4) pop rivets 1/8 x 1/2 alum. Side to firewell flange & nose
(4) chromed bumper bolts 5/16 x 1"
(4) standard washers 5/16
(4) nuts 5/16

#2 for Body assembly:

2A 8 pop rivets 3/16 x 5/8 alum. Tank bib to firewall

2B 10 pop rivets 1/8 x 1/2 STEEL Spare to engine lid
2C 40 pop rivets 1/8 x 1/2 alum. Welting to RB & fender flanges
2D 20 pop rivets 1/8 x 1/2 alum. Welting to body round firewall
2E 6 hex bolts 1/4 x 1¼"

6 nuts 1/4 RB flange to front fender flange
12 fender washers 1/4 (3 per side)

2F 24 hex bolts 1/4 x 1¼"

24 nuts 1/4 RB & fenders to body & tank bib
48 fender washers 1/4 (12 per side)

2G 6 chromed bumper bolts 5/16 x 1"

6 nuts 5/16 Front bib to ft. fender flanges
6 standard washers 5/16

#3 for Engine lid installation:

3A 30 pop rivets 1/8 x ½" alum. for piano hinge

3B 2 cad plated carriage bolts 1/4 x 1¼"
2 stand. washers 1/4 Suport hinge installation.
6 nuts 1/4 (Engine lid to body)
4 pop rivets 1/8 x ½ steel

3C 10 pop rivets 1/8 c ½" steel Bonnet hook installation.

#4 for Door hinge installation:

16 FH socket cap screws 1/4 x 1¼"

16 standard washers 1/4
16 lock washers 1/4
16 nuts 1/4

#5 Body to chassis:

5A 2 3/8 x 1½" STUDS

2 3/8 washers, stainless steel BIB to VW front suspension
2 3/8 Stainless steel acorn nuts

5B 18 5/16 x 1¼" carriage bolts

18 5/16 nuts Body to pan on sides
18 5/16 stand. washers
18 5/16 lock washers

5C 4 1/4 c 1½" hex bolts

4 1/4 nuts Body to pan across rear flange
4 1/4 stand. washers
4 1/4 lock washers

5D 4 1/4 x 1½" hex bolts

8 1/4 fender washers Tank bib to pan, 2 ea. front corner
4 1/4 nuts

5E 4 5/16 x 1¾" hex bolts

4 5/16 nuts
8 5/16 stand. washers Rear support hangers to body inner panels.

#6 8 Trim screws Fiberglass "grained" dash to body dash.

A NOTE TO THE MIGI BUILDER:

At this point you are finished with the chassis and are ready to begin the assembly of the MIGI body parts...however you may wish to spend a little time doing a nice clean up job on the chassis. For instance you can scrape all rust and paint the entire chassis flat black. A couple of spray cans will do the job nicely. This is really the last chance you'll have to work on the chassis while it is completely accessible. Replacing brake linings and shock absorbers, etc..etc..engine clean up, etc. THE TIME IS NOW! You'll have a totally better car in the long run if attention is given to these areas NOW!

OK...Let's start assembling and mounting the MIGI body sections. Here's where the excitement of building your own car really starts to show. Your car will be born right before your very eyes...incidentally extending the brake push rods and steering shaft will be covered at appropriate times herein.

Prior to mounting the main body section to the chassis we suggest that the body be put up on stands or horses. This will make installation of gauges..switches..wiper assembly..radio etc..etc..much easier. Most of this work must be done from underneath.

Here's where you must make some decisions to suit your own tastes as far as the location and types of switches and gauges you wish to use in your car. You may prefer to use all stock VW parts in the dash or a more elaborate set up. Some builders have shopped the vintage car flea markets picking up original gauges and so forth to give their car that extra touch of realism. This is a painstaking chore not to mention the time and extra money to obtain these parts. Keep in mind your MIGI will look great without all this extra effort..but the option is yours to make at this point.

Whatever speedometer you use..it will require the use of a long VW BUS cable VW part No. 211-957-801F..obtainable from your local VW dealer or junk yard.

A fiberglass leather-grained dash panel is supplied with each basic body kit. To use, cut-out dash portion of main body (see Sketch#3-A & (FIG. 2-B)

A wooden dash panel may be screwed directly to the dash portion of the main body, if you so desire. In this case, DO NOT REMOVE dash portion of main body, as it will give added strength to the wooden panel.

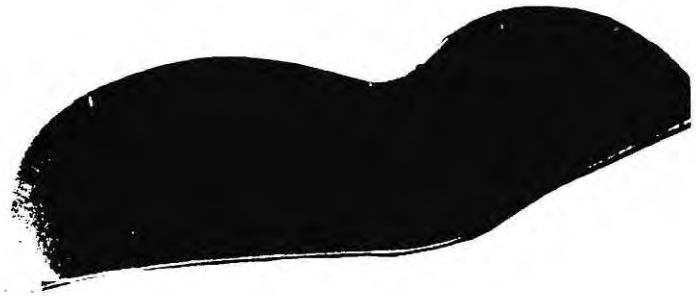


FIG. 3-B

The dash will be the MOST personalized part of your MIGI, so let your imagination go to work. We have provided some dash photos as a few examples to whet your appetite, 3C & 3D. If you plan to install a CB radio, we recommend you use a type that is an all combination dash mount to save space....accessories can be purchased from your MIGI dealer or by contacting the MIGI factory. We have many good looking accessories in stock and can ship immediately.

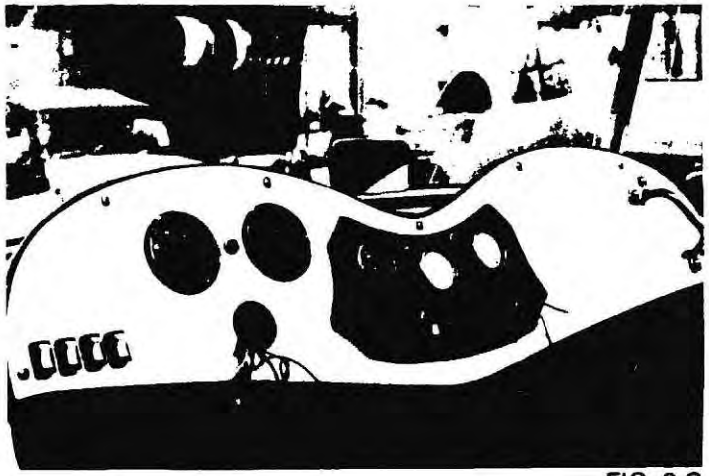
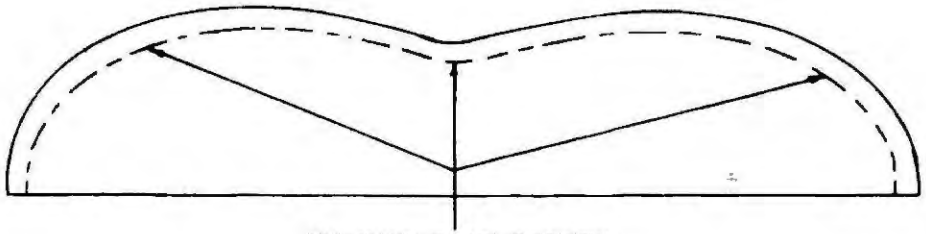


FIG. 3-C



CUT DASH PANEL SECTION
ALONG ETCHING ON FIBERGLASS

FIG. 2-A

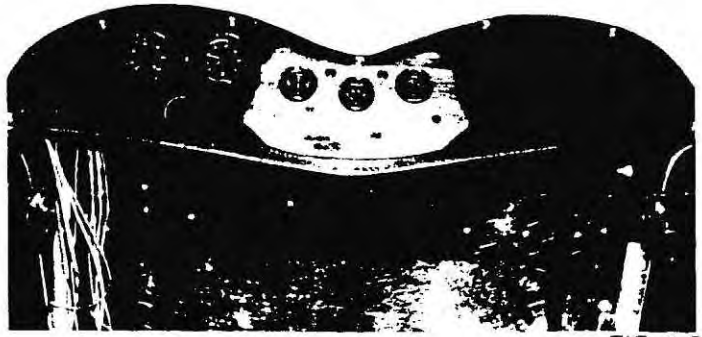


FIG. 3-D

WIPER INSTALLATION:

Using the stock VW wiper assembly...locate the holes for the pivots in the two raised locations on the top of the body cowling. The holes should be near the bottom allowing for the clearance of the retaining nuts and washers only.

After drilling the holes...insert the assembly through the holes from under the dash. Attach with nuts and washers etc. For additional support you can fashion a small angle bracket fastened from the firewall to the wiper assembly. The bracket can be made from a small piece of aluminum tubing flattened on both ends. Pop rivets work well when fastening to the firewall.

USE TRICO ARMS AL-225 AND BLADES TAU-9" FOR BEST RESULTS.

OK dash gauges...switches, etc. (FIG 3-C & 3-D) all mounted..you are ready to mount the body to the chassis.

The MIGI body kit is finished in a colored gel-coat. The inner panel/rear shelf area is black leather-grained. The main body is well reinforced with steel tubing..as is the hood top.

"DAYTONA MIGI"

Exploded view of basic body kit components.

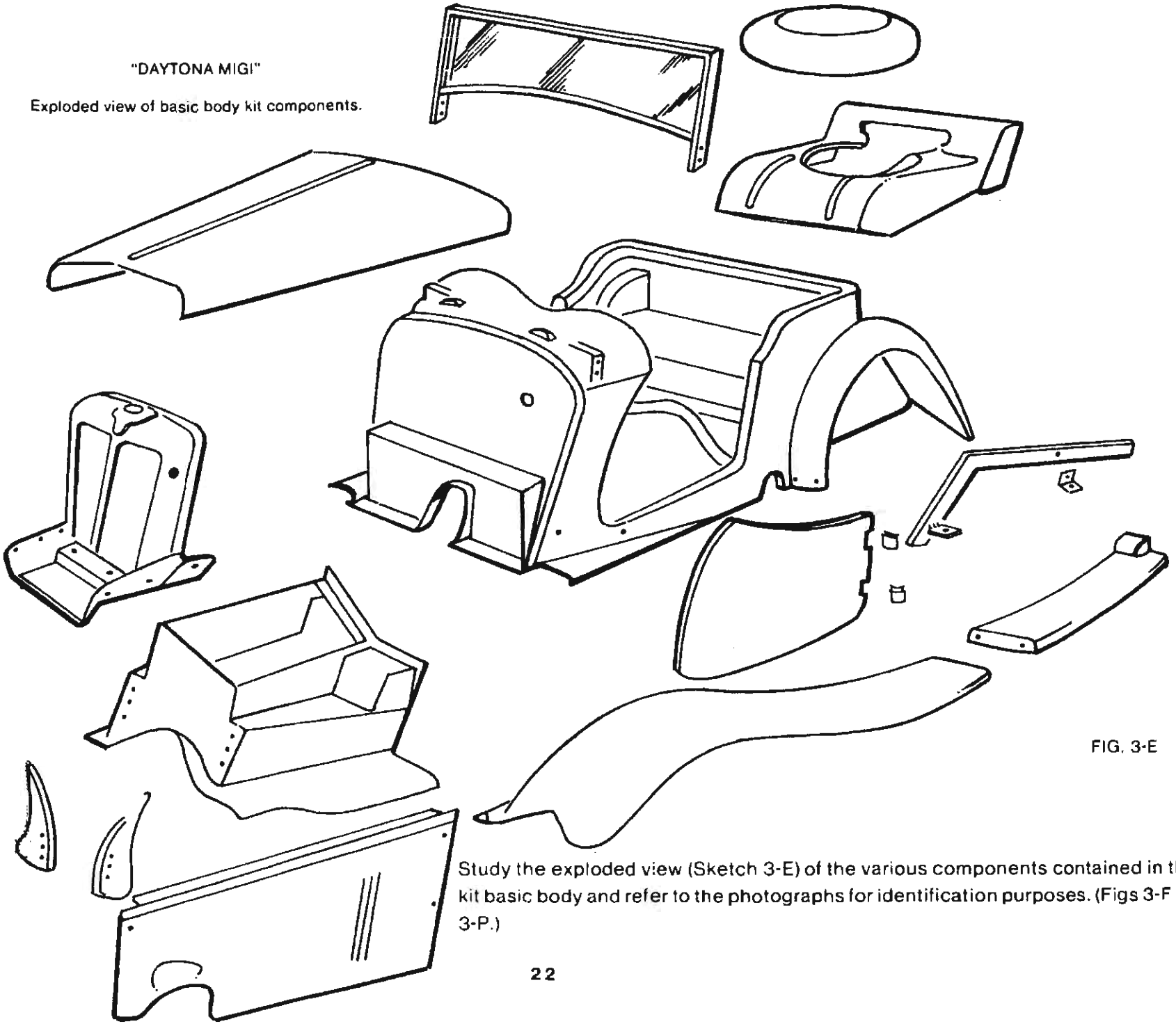


FIG. 3-E

Study the exploded view (Sketch 3-E) of the various components contained in the MIGI kit basic body and refer to the photographs for identification purposes. (Figs 3-F through 3-P.)

FIG. 3-F

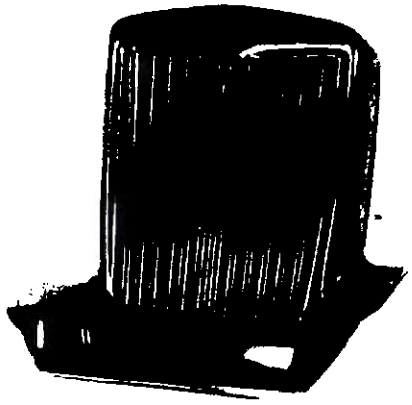


FIG. 3-G

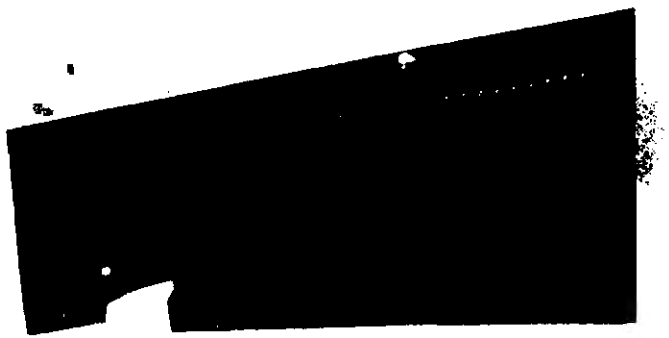


FIG. 3-H

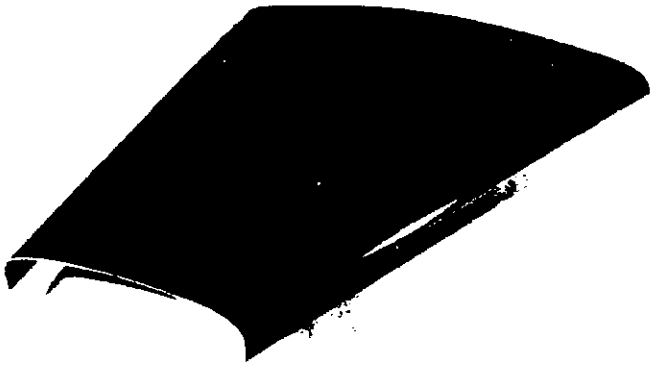


FIG. 3-I

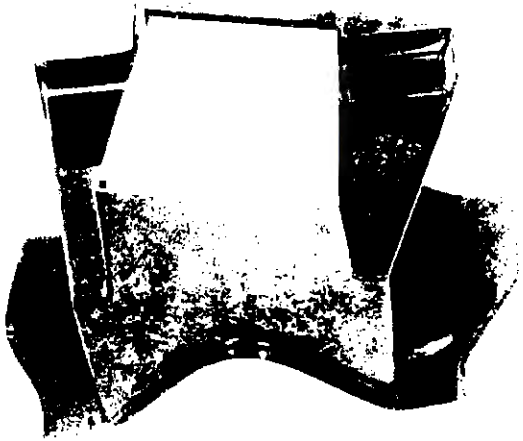


FIG. 3-J

FIG. 3-K

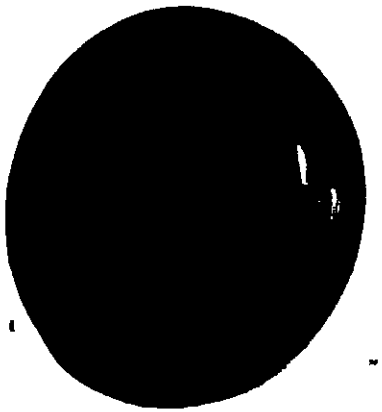


FIG. 3-L

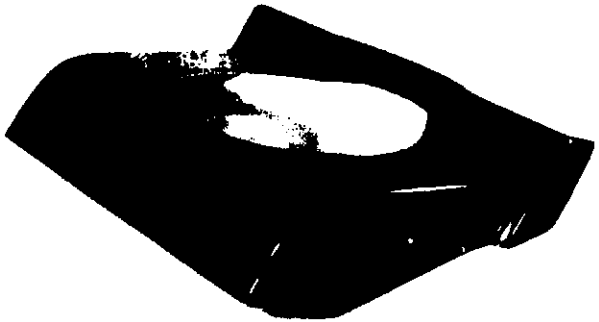


FIG. 3-M

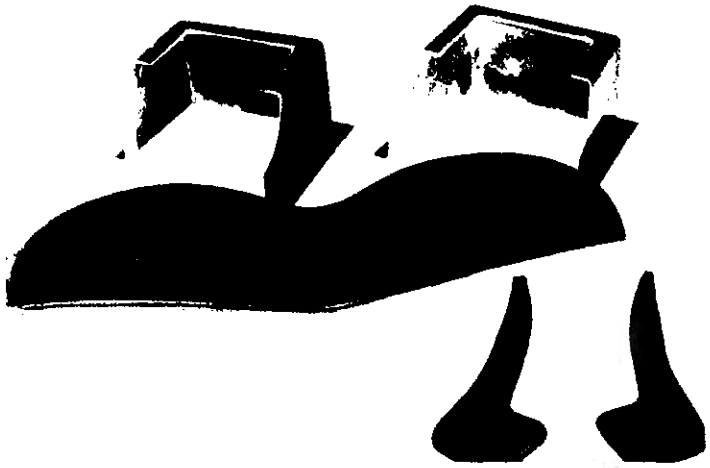


FIG. 3-N

HOLES IN THE FLANGES, ETC. SHOULD BE DRILLED THREE EIGHTS INCH. USE FIVE SIXTEENTHS INCH BOLTS . . . NUTS AND FLAT WASHERS.

FIG. 3-O

FIG. 3-P

NOTE: THE ORIGINAL VW FLOORPAN GASKET OR A GOOD SILICONE SEALANT SHOULD BE USED BETWEEN BODY AND FLOORPAN AND GAS TANK BIB AND FLOORPAN.

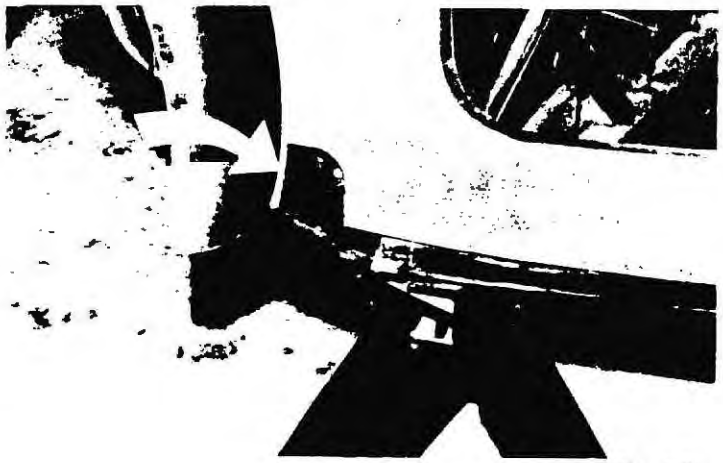


Fig. 3-FF

BODY MOUNTING SEQUENCE:

1. Set the main body section Fig 3-F in place by matching bolting flange across rear of floorpan and flanges running forward on either side. It will be necessary to grind out the scribed sections, forward of the rear fenders to accommodate the wider rear torsion bar housing, Fig 3FF. Temporarily clamp flanges to pan. Now adjust for proper position by measuring for correct distances per the sketches Fig.#3-Q.

NOTE: The 51½ inch distance can be within ¼ inch..but BOTH SIDES MUST BE EQUAL!

With the body "squared" on the floorpan...drill a hole on either side and bolt loosely for now.

Please take a moment to study the sketches. Measurements are important in order for hood and sides to fit properly.

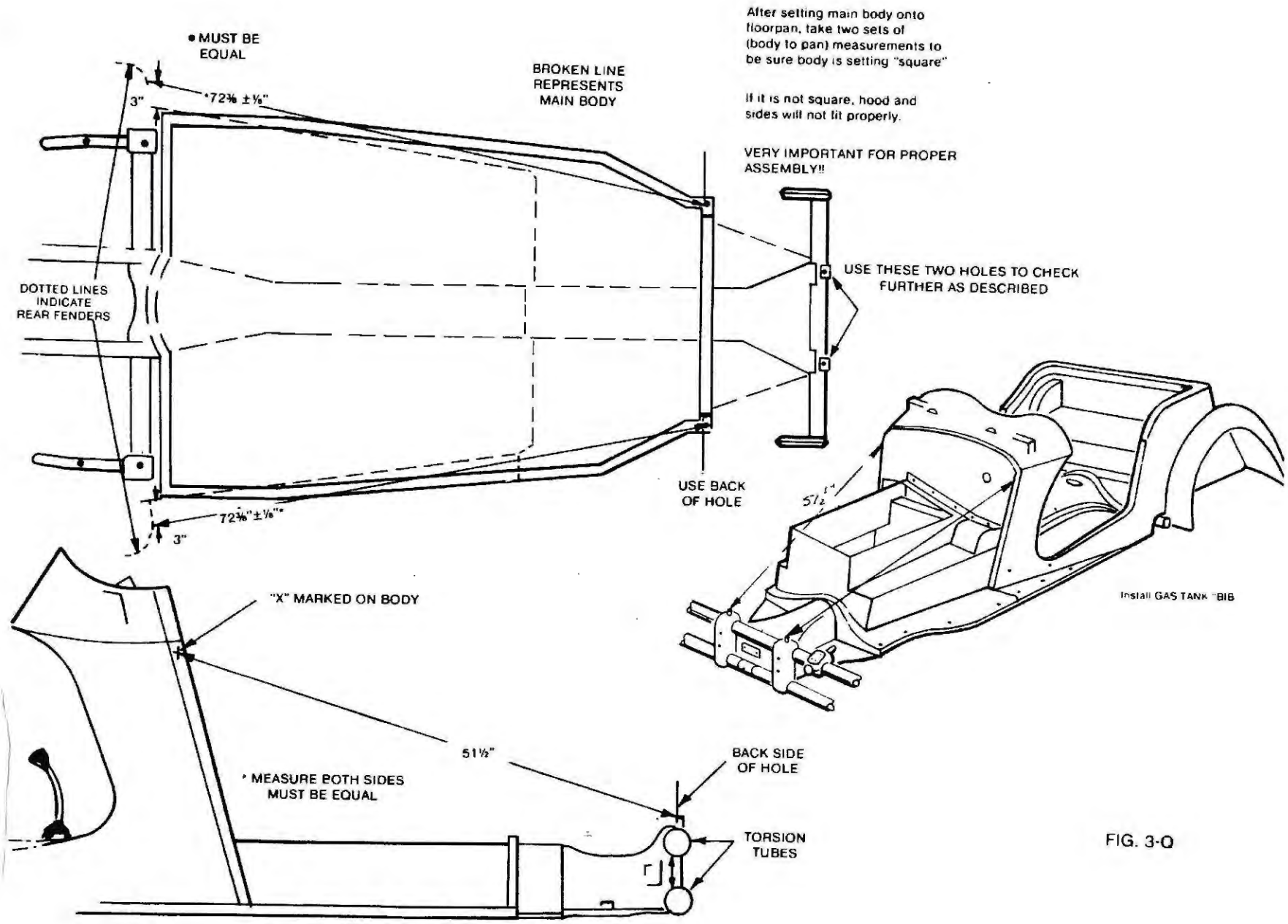

• MUST BE EQUAL
3"
*72⅜ ±⅛"
BROKEN LINE REPRESENTS MAIN BODY
After setting main body onto floorpan, take two sets of (body to pan) measurements to be sure body is setting "square"
If it is not square, hood and sides will not fit properly.
VERY IMPORTANT FOR PROPER ASSEMBLY!!
DOTTED LINES INDICATE REAR FENDERS
USE THESE TWO HOLES TO CHECK FURTHER AS DESCRIBED
USE BACK OF HOLE
72⅜"±⅛"*
3"
"X" MARKED ON BODY
51½"
* MEASURE BOTH SIDES MUST BE EQUAL
BACK SIDE OF HOLE
TORSION TUBES
Install GAS TANK *BIB

FIG. 3-O

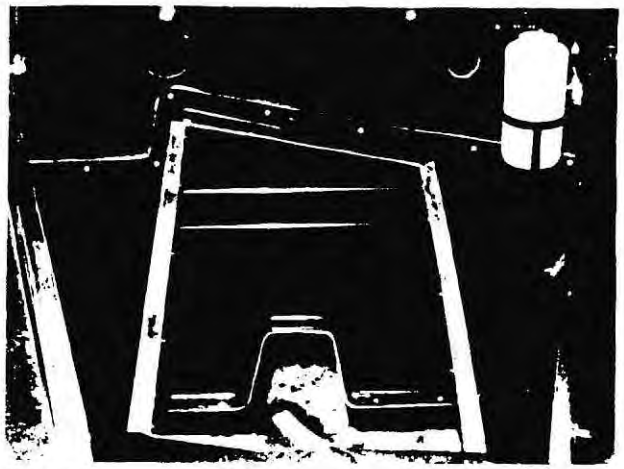


FIG. 3-R

2. Set the gas tank bib Fig. 3-J on the forward position of the floorpan..align flanges..drill ⅜" holes and bolt to floorpan. Drill and bolt or pop rivet to firewall at back edge of bib. Pop rivet aluminum angle (one and one half inch) inside on top edge of tank opening in bib..for bolting down of gas tank later. Study the sketch and photo FIG #'s 3-R & 3-S.

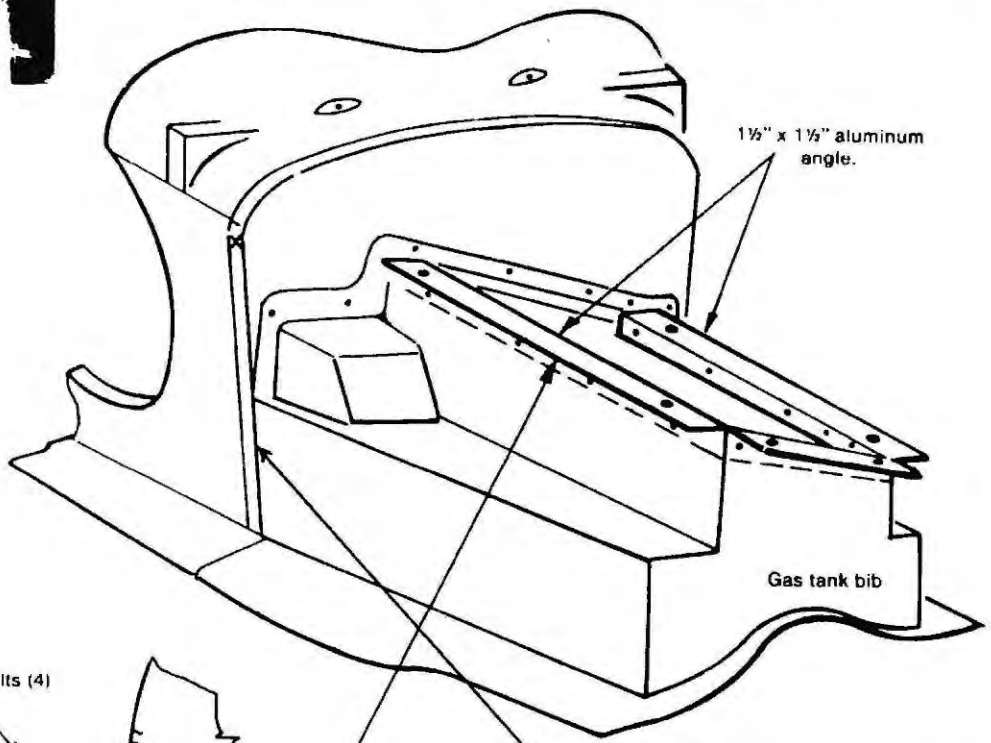


FIG. 3-S

FIG. 3- T

3. FRONT GRILLE/BIB SECTION: Place large flat washers over the two forward holes on chassis...located on top of front suspension...refer back to FIG. #2-C marked in the bib. Loosely bolt bib to front suspension...using flat washers underneath and on top of fiberglass.

Place hood top (FIG. 3-I) on grille and body flanges...see FIG. #3-T. ALLOW A GAP OF ABOUT ¼ inch between hood and cowl and grille for welting.

NOTE: IF ANY TRIMMING OF HOOD IS NEEDED..TRIM FROM BACK EDGE...NEVER FROM FRONT EDGE!

ADJUST grille and body then tighten bolts in bib and body. Drill additional holes in body flanges and gas tank bib and bolt securing to floorpan. Check to insure that you have a good seal between the body and floorpan and gas tank bib and floorpan.

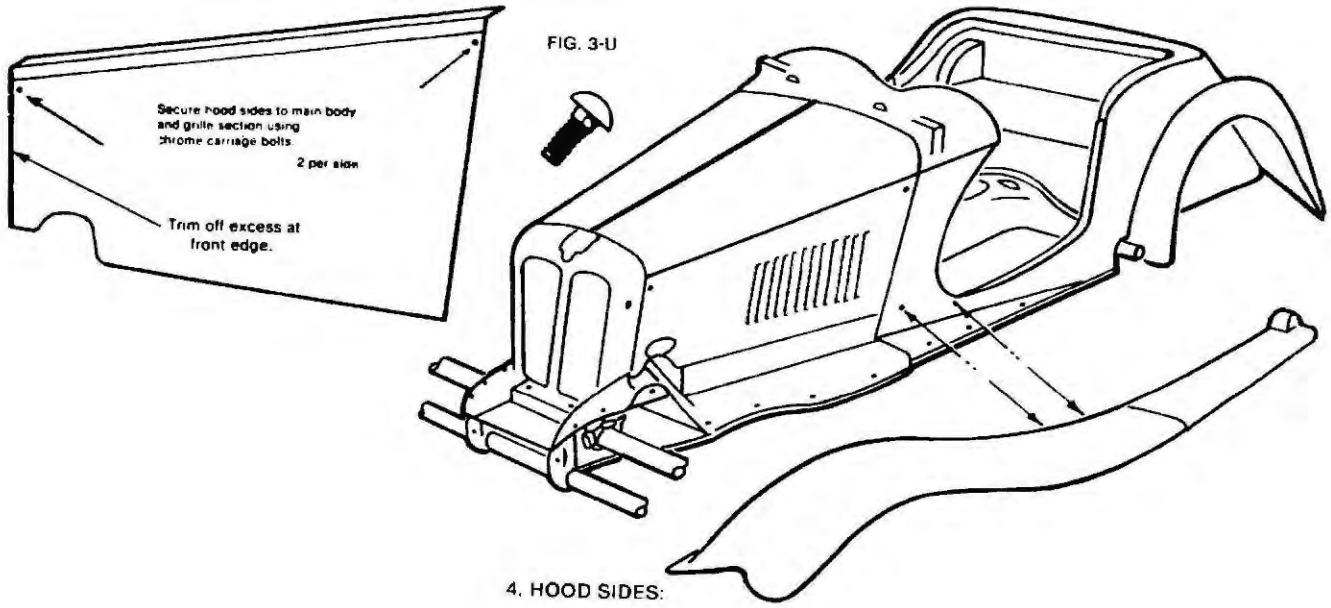


FIG. 3-U

4. HOOD SIDES:

FIG. 3- V

4. HOOD SIDES:

Bring the hood side, FIG. 3-H, up under the hood top. Line up with the hood top and the back edge of hood side and along main body.

The front edge of the hood side will have to be trimmed so mark the amount to be trimmed on the hood side from top to bottom. Remove the panel and trim. Remember to leave about ¼ inch gap for the welt at the front and rear of both side panels. (Study sketch, FIG. 3-U.)

Next, pop rivet the welt in place onto the main body and grille section. If chrome grille cap is to be used . . . install the front welt on the steel grille. After the welting is in place... the side panel may be permanently installed using one bolt front and rear. Use chromed universal bumper bolts5/16" x 1" for this purpose. The hood top can now be secured.

Secure the hood by hinging on one side with marine hardwood hinges . . . use latches on the other side. See photo FIG. 3-V

5. FRONT FENDERS/RUNNINGBOARDS:

Study sketch FIG. #3-U and photos of fender/runningboard. FIG. 3-W.

Look for the two holes marked on each side of the main body forward and on the front of the fender mounting flanges...Drill these out. Cut out (FIG. 3-W) for steering clearance.

FIG. 3-W

Next install the welt on FORWARD FLANGE OF RUNNINGBOARD.... this is the edge that will bolt to join with the front fender. Use small pop rivets to hold the welt in place. Now bolt the runningboard to the appropriate front fender. Refer to photo FIG. #3-X. Make up both sides before going on to next step.

Now install the welting along the entire flange area of the combined runningboard and fender...See photo FIG. #3-Y. Pop rivet in place with rivets spaced about every 6 to 8 inches apart. Tight curves in the welt can be made by "V" cutting the welt and bending to runningboard shape. FIG. 3-Z. Later you will trim away some of the welt to facilitate bolting of assembly to body....again study the photos to see how this is done.

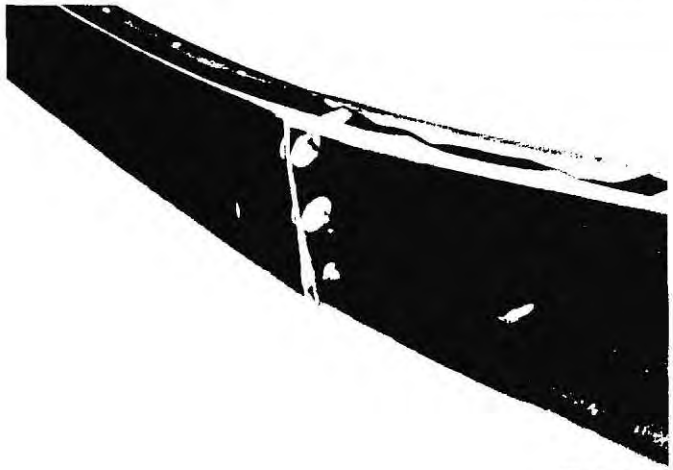


FIG. 3-X

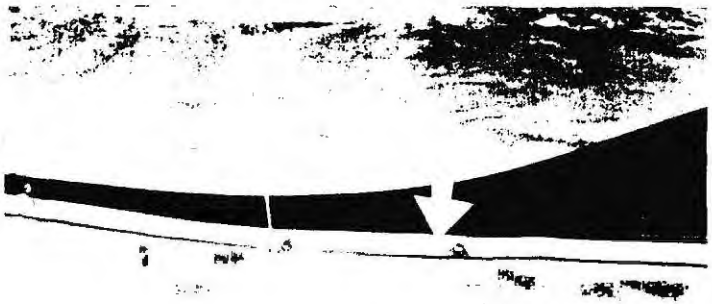
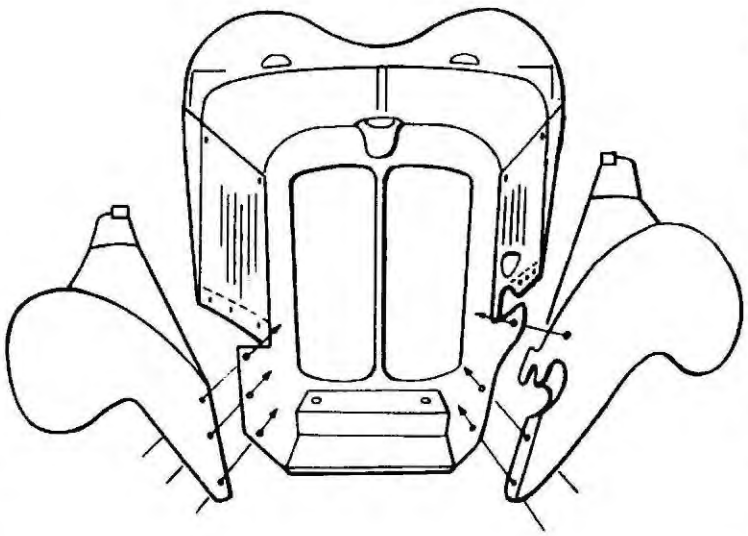


FIG. 3-Z

FIG. 3-Y



Using the two holes previously drilled at the front of the body and the front of the fender flange . . . you can now mount the fender assembly loosely to the body section. See SKETCH.

The forward section of the fender fits UNDER the front bib. A third mounting hole can now be drilled near the back corner of the bib flange . . . drill through the bib down through the fender positioned under the bib. Bolt loosely. Do this on both sides.

Now you can tighten the three bolts on each side of the bib/fender connecting point.

Next drill out the additional fender/runningboard mounting holes. There will be four holes evenly spaced at the lower part of the louvered hood side panels and seven more evenly spaced along the remainder of the main body section. Drill from behind the fender/runningboard flanges so that the holes will line up for bolting the assembly. The rear flange of the runningboard is secured to the rear fender with two or three bolts...See photo FIG. #3AA as an example. Bolt size for this entire operation is 1/4" x 1" size.

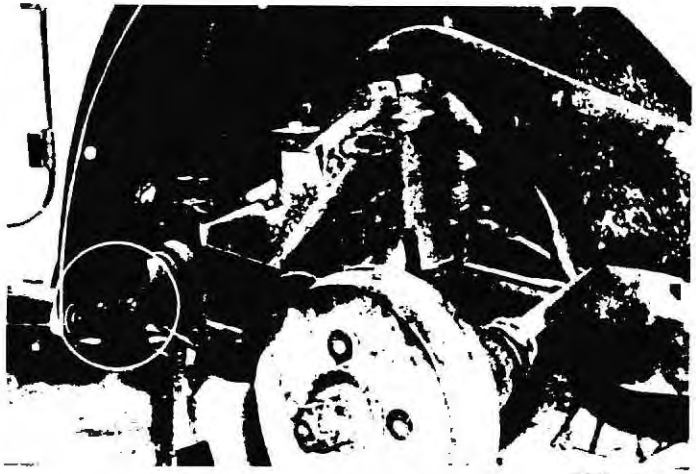


FIG. 3-AA

NOTE: The four holes that are drilled in the lower part of the louvered side panel section should be drilled through the gas tank bib also. The fender flanges will then be bolted from fender flange through louvered side panel through gas tank bib and secured with washer and nut.

6. INSTALLING FRONT FENDER SUPPORTS

Study photo FIG 3DD and sketch FIG. # 3BB. Position and install fender support using only one bolt (top one of the vertical three mounting holes).

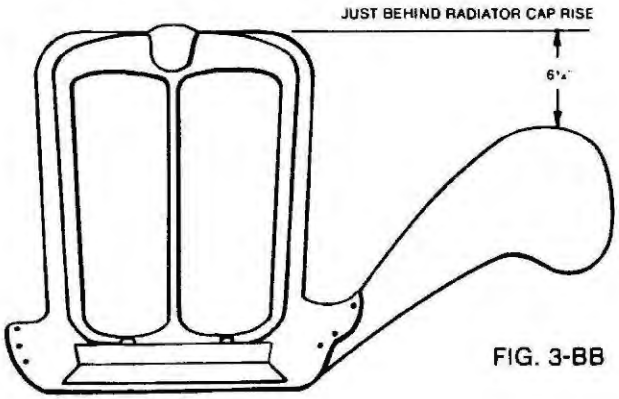


FIG. 3-BB

FIG. 3-DD

Place a long straight edge across the grille shell...directly behind the radiator rise. Measure from the straight edge down to the top of the fender as shown in sketch FIG #3CC...Rig up to insure fenders are sitting at the same height. Now add the additional two bolts to the fender support and tighten securely. Use fiberglass resin material and cloth to bond the support to the underside of the fender..again refer to photo FIG.#3DD. SMOOTH OUT CLOTH for neatness and let cure before going on with the next step in the assembly.

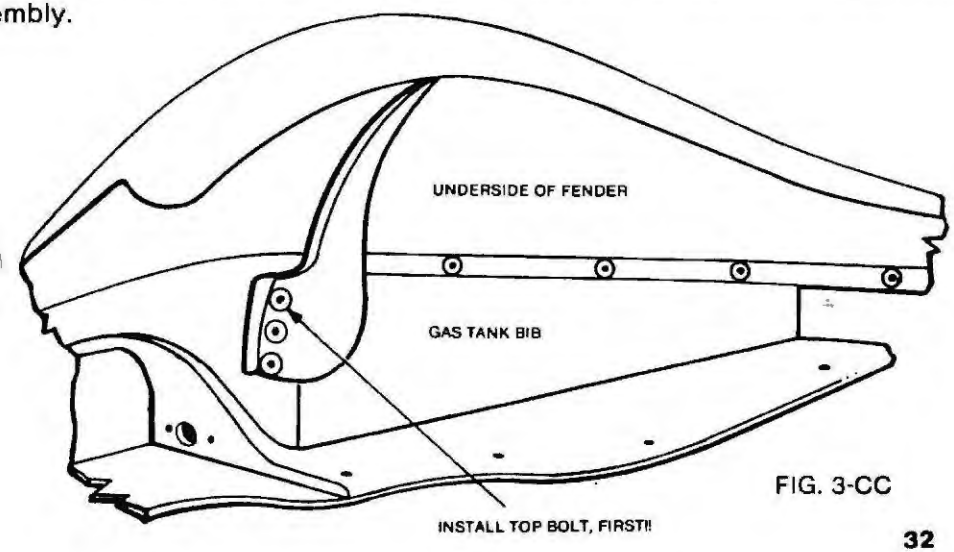


FIG. 3-CC

7.ENGINE COMPARTMENT COVER:

Before hinge mounting the rear cover, FIG 3-M, to the body, you should position the decorative spare tire cover, FIG. 3-L, on the engine compartment section...this can best be done with the help of a friend to hold in position while you drill and pop rivet the tire cover onto the section from the backside of the engine compartment cover. Once this is done you will need to cut away the lower section of the combined spare tire cover and engine cover unit to allow for proper engine clearance. Study the photos, FIGS 3EE and 3GG showing the line design carefully...mark and trim out. This cut out need not be exact but if you study the photos carefully you will be able to determine the amount to be trimmed away. HERE'S A TIP: Some builders have glued insulation inside the spare tire cover and engine compartment lid to deaden engine noise...we recommend doing this for a quieter car. You can purchase some regular celotex 2'x 4' suspended ceiling tiles...the type that are vinyl covered on one side...The vinyl covering can be peeled off and you end up with just the insulation about 3/4" thick. Cut sections to fit and glue down with contact cement. Any ideas of your own to insulate can be employed here also.

Hinge the cover at the top edge using a 30" x 1½" wide piano hinge or if you prefer two small hinges spaced accordingly. For proper opening function the hinge should be placed on the OUTSIDE of the engine cover. Place the body portion at a 90 degree (downward) angle to the lid (in closed position) so that no bind is created when opening. Hinge position is very important so take your time to study the sketch FIG #3HH before attempting to drill and pop rivet in place. Flat head chromed finish bolts could also be used if you prefer for that extra finished look. Secure with rubber bonnet hooks, FIG 3II.

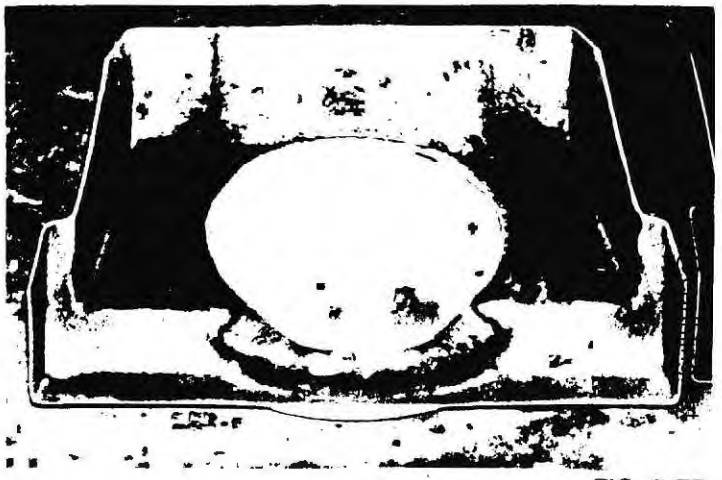
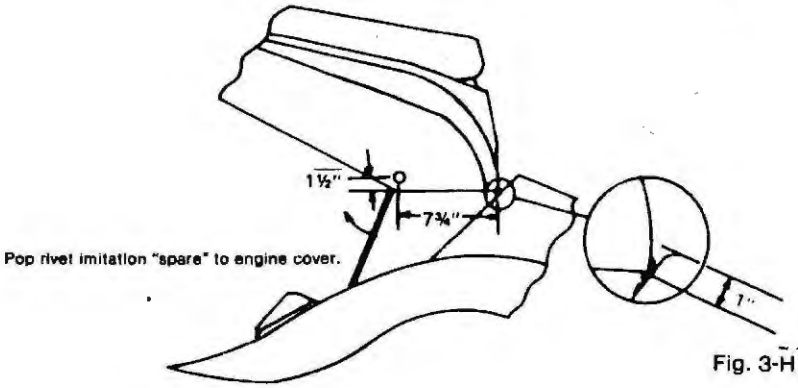


FIG. 3-EE

FIG. 3-GG

FIG. 3-II



Pop rivet imitation "spare" to engine cover.

Fig. 3-HH

8. DOORS AND HINGES:

Four specially fabricated door hinges are supplied with each body kit.

These are stainless steel and,if desired, can be highly polished. Check hinges to insure that all pins enter the hinge from the top. If necessary, invert pins to make two pair.

Drill holes in hinges per the instructions FIGS.# 3JJ.

Cut two holes in inner door panels just forward of each hinge location...refer to sketch , FIG. 3KK and photos FIG. # 3LL. These holes will give access for nuts. Later the holes will be covered with upholstered panels.

Set hinges in recess in door edge to line up with inner edge of door. FIG. 3MM. Make certain they are in line. (a straight line should pass through the two hinges). Also make sure the tab is flat against the hinge mounting area of the door panel. Dress out the area with a file if necessary.

Bolt hinges to the door using 1/4" x 1"flat head ALLEN SOCKET CAP SCREWS!

Before mounting the doors to the main body section, this would be a good time to complete the "body to pan" seal. Use the fiberglass flanges provided in the kit..mount at inner side to rear of cockpit area as shown in FIG. 3NN. Bolt to inside of body and to pan.

The flanges are not gel coated.

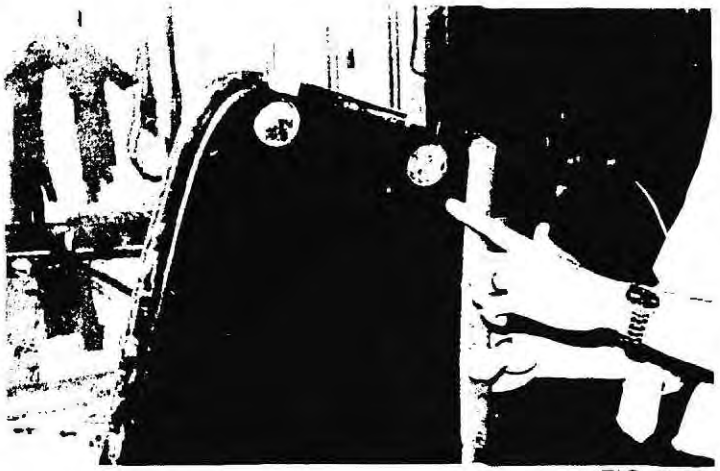
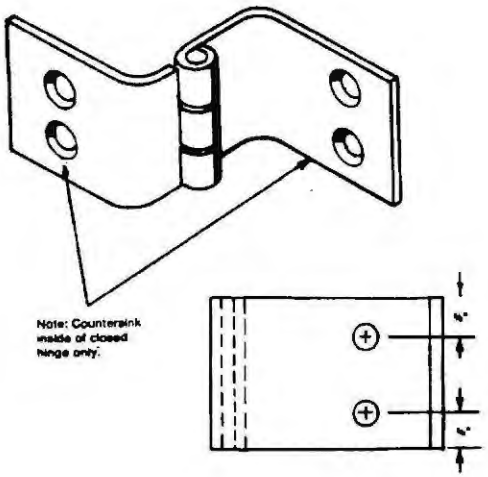
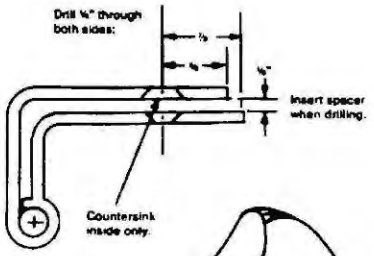


FIG. 3-LL



FIGS. 3-JJ



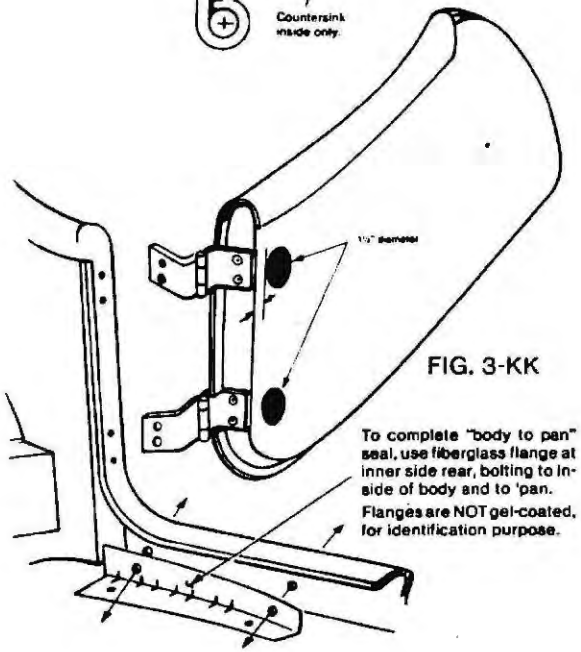


FIG. 3-KK

A long extension on your ratchet set will work well to reach the backside of the bolts when tightening down. To limit the swing of the door you can use a 6" piece of belt (seat safety belt material is good). FIG. 3NN. Secure to body and door to act as a door stop. This will also prevent the door from over-swinging into the body which could cause nicks in the beautiful finish of your car.

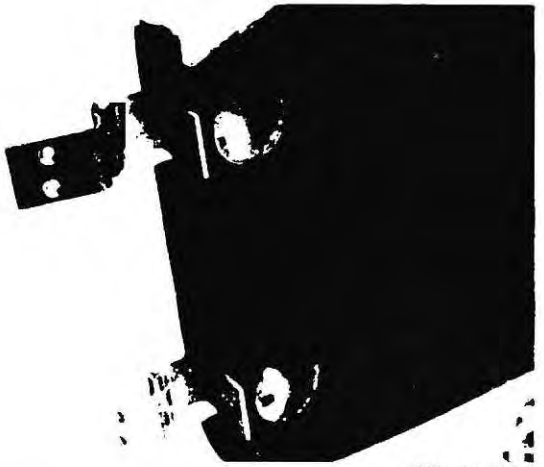


FIG. 3-MM

NOW Let's get back to the doors....hinges are now mounted on the doors. Next tape the door in place on the body and mark the location of the hinges on the inner flange of the body. Next remove the pins from the hinges and tape the body half of the hinge in place in position over the marks you made. Drill out the top hole only at this time...(both upper and lower hinge). Drill the holes slightly oversize for adjustment purposes. Now place the pins back in the hinges and bolt the door to the body (top hole of each hinge only). Close and align the door then tighten the two bolts at the hinges. Swing the door open and drill out the remaining hinge holes exactly 1/4" only. DO NOT DRILL THESE OVERSIZE! FIG. 3OO.

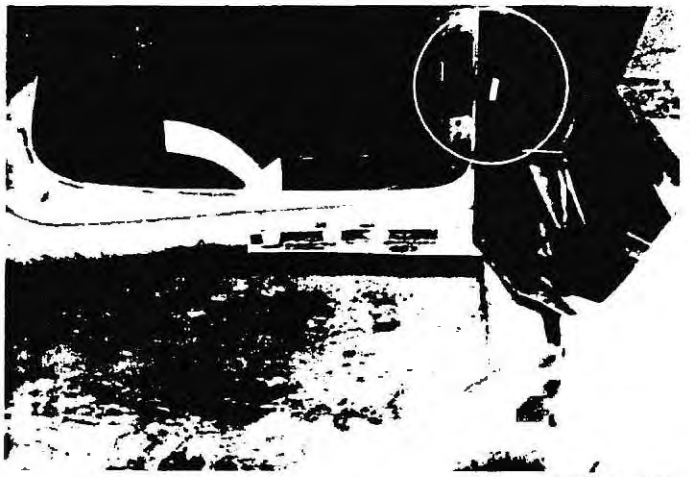


FIG. 3-NN

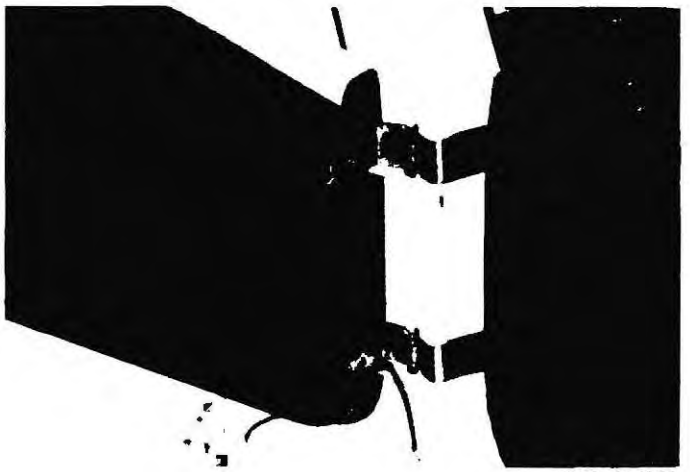
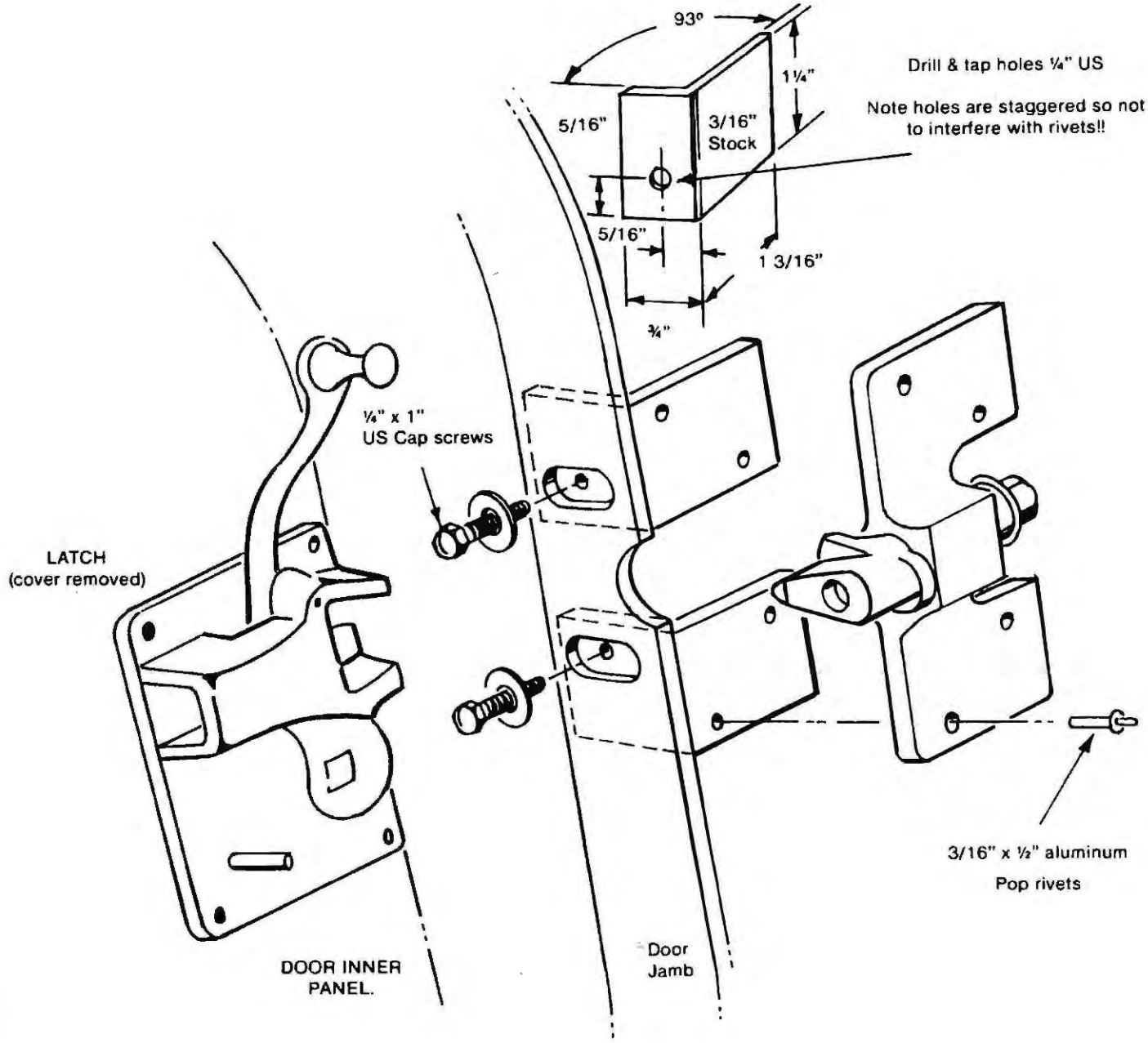


FIG. 3-OO



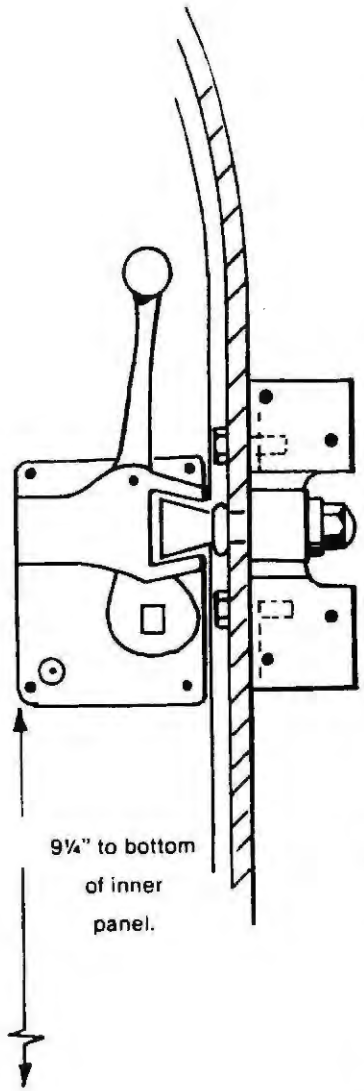
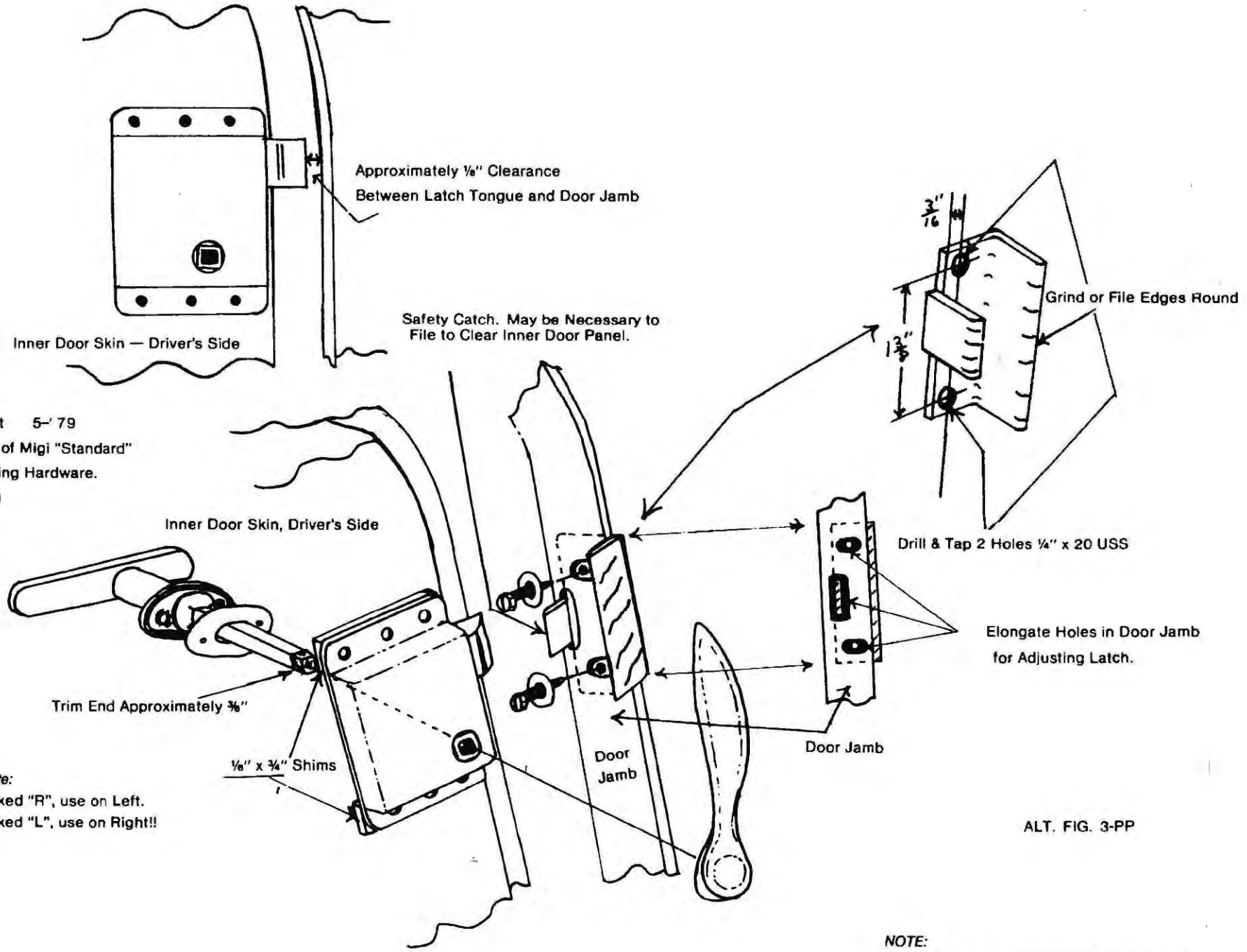


FIG. 3-PP

NOTE: OPTIONAL "TD" DOOR HARDWARE INSTALLATION.


Approximately ⅛" Clearance
Between Latch Tongue and Door Jamb
Inner Door Skin — Driver's Side
Safety Catch. May be Necessary to
File to Clear Inner Door Panel.
3/16"
1 3/8"
Grind or File Edges Round
Supplement 5-' 79
Installation of Migi "Standard"
Door Latching Hardware.
(suggested)
Inner Door Skin, Driver's Side
Drill & Tap 2 Holes ¼" x 20 USS
Elongate Holes in Door Jamb
for Adjusting Latch.
Trim End Approximately ⅜"
⅛" x ¾" Shims
Door
Jamb
Door Jamb
Special Note:
Latch Marked "R", use on Left.
Latch Marked "L", use on Right!!
ALT. FIG. 3-PP
NOTE:
When "TD" Door Hardware Not Available,
Use this Diagram for Alternate
Door Hardware Installation.

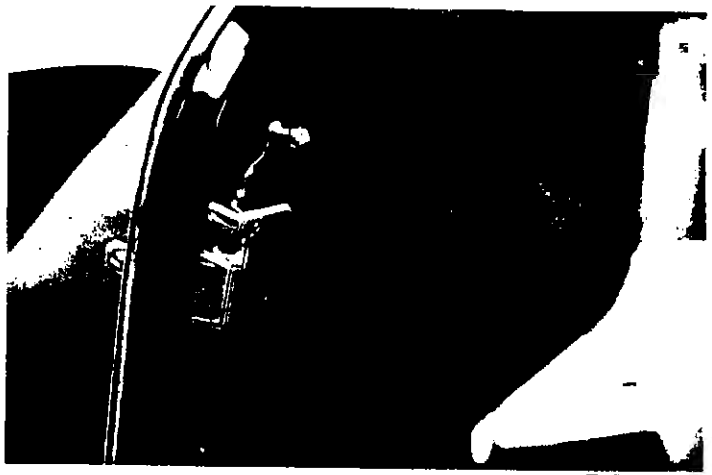


FIG. 3-RR

FIG. 3-SS

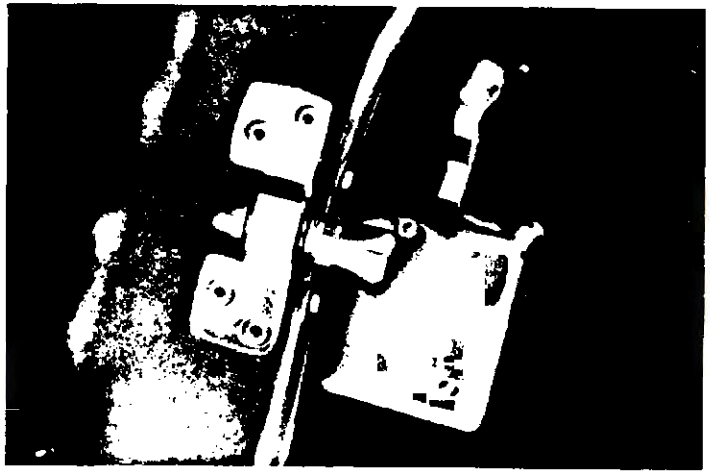


FIG. 3-TT

LATCHING THE DOORS:

Custom TD door handles and latches are available from your Migi dealer or direct from the factory...we recommend that you use these for best results and authentic look.

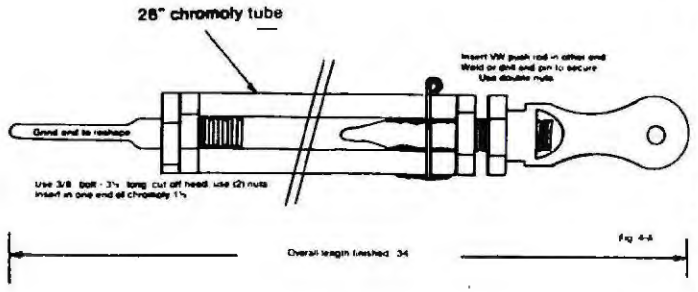
Refer to sketch FIG. # 3PP for details on mounting. Photos FIG. #'s 3RR, 3SS, 3TT and 3UU show a closer look at actual detail for mounting this hardware.

FIG. 3-UU

GAS TANK..BATTERY..STEERING COLUMN INSTALLATION AND EXTENDING THE BRAKE ROD:

With the chromoly tubing supplied in the kit you will extend the brake rod.

Refer to sketch FIG.#4A for detail on the extension of the brake rod.



Cut a hole in the firewall (1" diameter) approximately 2" over from the tunnel and 3" up from the floorpan through which you can place the extended brake push rod.

After installing the brake rod..proceed to install and secure the gas tank. FIGS. 4B - 4C.

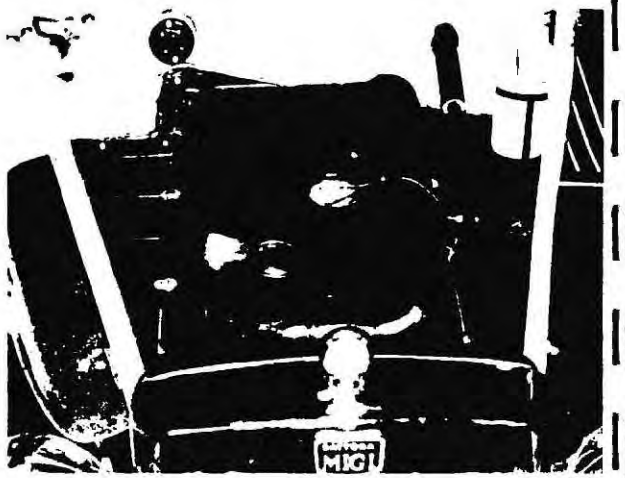


Fig. 4-B

Replace forward braided section of fuel line with a new piece about 3 ft. long. Drill a hole in front of tank bib and run the braided line through the bib and clamp securely to the bottom of the tank.

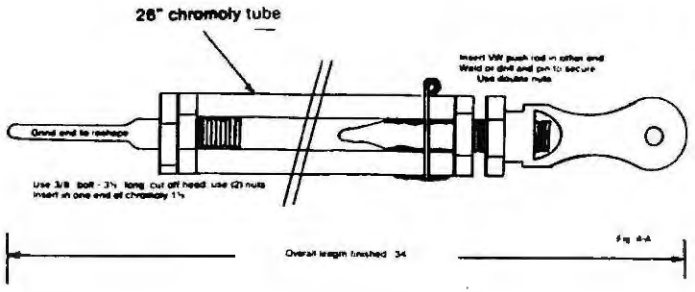
Set the tank in position and bolt to the aluminum angle piece. Attach brake fluid reservoir to the forward side of the bib near and above the master cylinder.

FIG. 4-C

GAS TANK..BATTERY..STEERING COLUMN INSTALLATION AND EXTENDING THE BRAKE ROD:

With the chromoly tubing supplied in the kit you will extend the brake rod.

Refer to sketch FIG.#4A for detail on the extension of the brake rod.



Cut a hole in the firewall (1" diameter) approximately 2" over from the tunnel and 3" up from the floorpan through which you can place the extended brake push rod.

After installing the brake rod..proceed to install and secure the gas tank. FIGS. 4B - 4C.

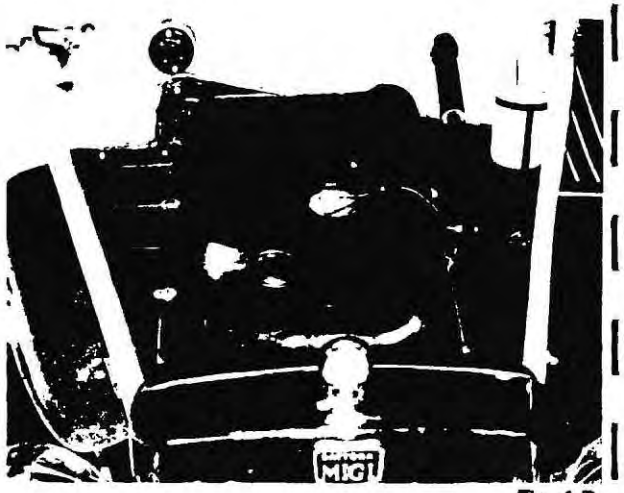


Fig. 4-B

Replace forward braided section of fuel line with a new piece about 3 ft. long. Drill a hole in front of tank bib and run the braided line through the bib and clamp securely to the bottom of the tank.

Set the tank in position and bolt to the aluminum angle piece. Attach brake fluid reservoir to the forward side of the bib near and above the master cylinder.

FIG. 4-C

BATTERY:

The battery location is under the passenger seat (original battery location of VW making it unnecessary to use extended cables). 4D.

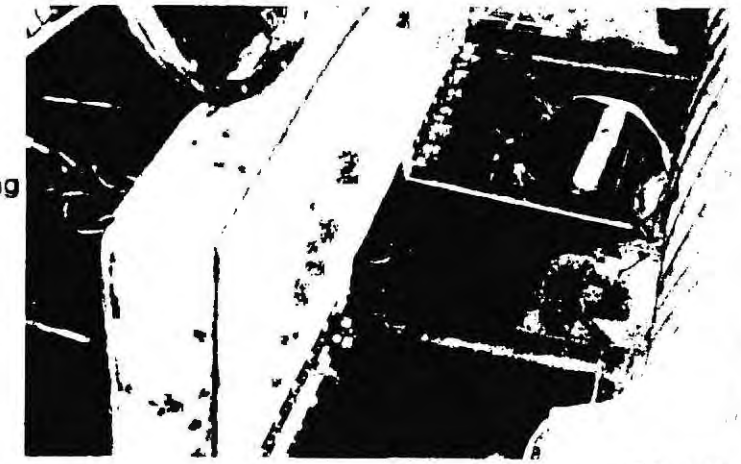


FIG. 4-D

STEERING COLUMN:

Holes for the steering shaft/column are marked on the firewall and on the dash. With an adjustable hole cutter in an electric drill cut these holes to the diameter of the steering shaft's outer housing, FIG. #'s 3C & 3R. Depending on the year of the column (later types have the ignition on the column)...cut the hole in the dash to shape of the column being used. We recommend a flat dish-type 13½" diameter walnut steering wheel. The stock wheel is a bit large for the car...but still is usable. See our accessories and options list.

Install the steering shaft/column through the dash so that the base (center) of the steering wheel is about 4" from the dash. This can vary at your option to custom fit your own personal needs...the length mentioned above is average. Using the T-shaft supplied with the body kit...proceed to extend the steering shaft per the sketch FIG. #4E

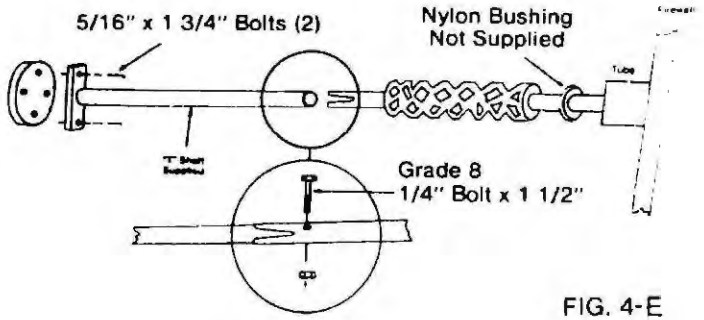


FIG. 4-E

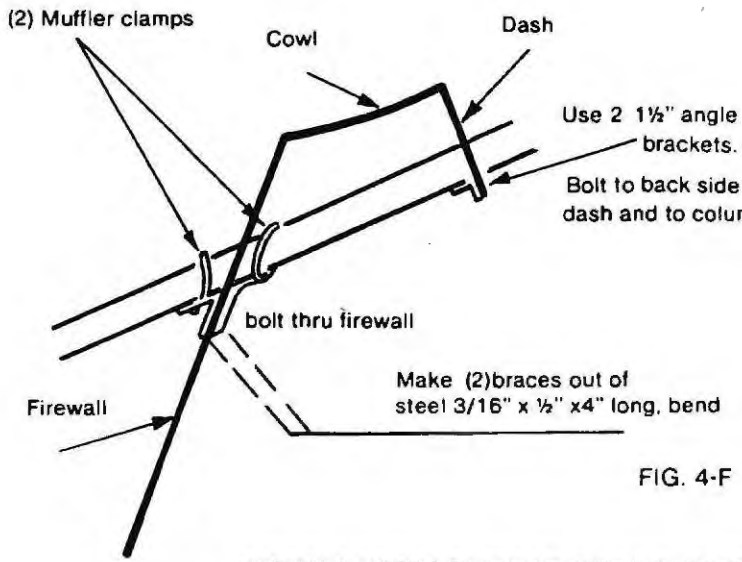


FIG. 4-F

IT IS NOT NECESSARY TO CHANGE THE ANGLE OF THE "ORIGINAL" STEERING, by using the pre-marked locations. No readjusting of the front steering or tie rods is necessary and the VW steering geometry is not changed. This feature of the MIGI simplifies things. This is NOT the case with many other VW based kits on the market place today, so aren't you glad you chose the best....the DAYTONA MIGI!!

After you have installed the lengthened steering/column, clamp to the steering box coupling. Now secure the shaft at the firewall and dash. See sketch, FIG 4F.

Fiberglass at firewall, around housing, if possible.

INSTALLATION OF REAR BODY SUPPORTS: Two steel rear supports are supplied with each body kit. These supports bolt to the rear shock towers, extending to the OUTSIDE of the rear inner panels in the body. Any space between supports and panels should be taken up with flat washers, if necessary, when bolting panels to hangers. Refer to photo 4G and sketch 4H.

FIG. 4-G

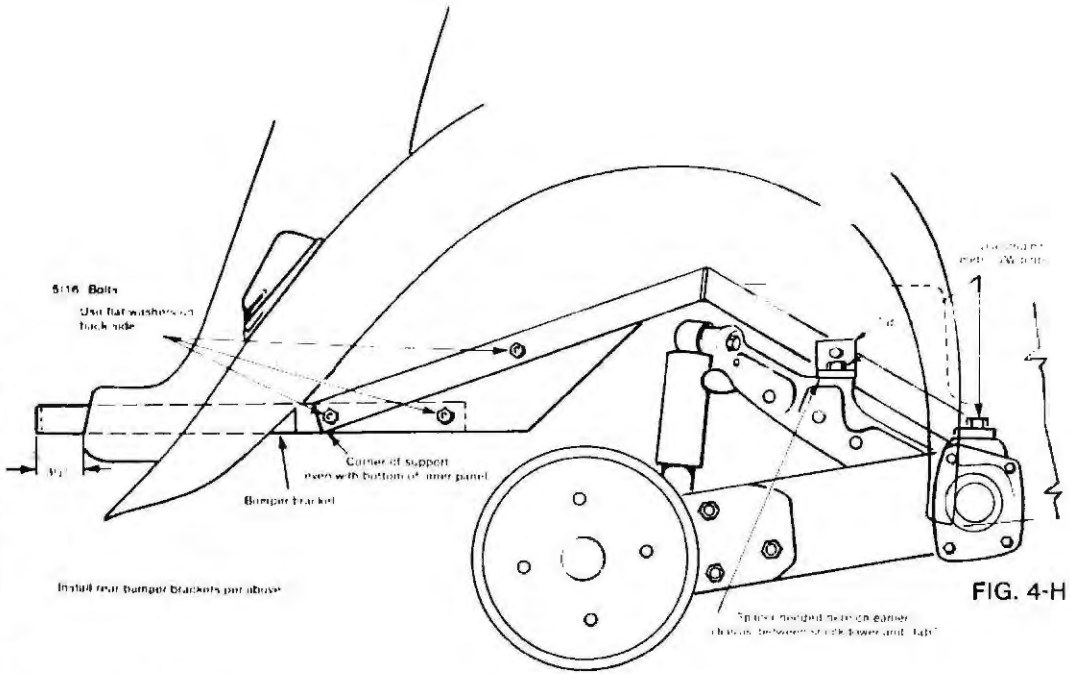


FIG. 4-H

NOW YOU ARE READY TO START INSTALLING THE EXTERIOR ACCESSORIES. LET'S START UP FRONT!! THIS IS THE PART OF ASSEMBLY THAT BRINGS OUT THE PERSONALITY IN YOUR MIGI AND BRINGS IT TO LIFE!!

WINDSHIELD: The windshield supplied with each kit is complete with safety glass.

The frame should be bolted to the body on the locations raised on the cowl, following the angle of the locations. The deep groove in the frame MUST face forward. The groove is later used for convertible top installation. The measurement for windshield installation is important if you are planning to use our factory prepared top. See sketch and photo FIG #5A, 5B. Use two bolts per side to install the glass frame to the body. Use large flat washers inside under the dash against the fiberglass. Recommended bolts and nuts here, are x 1½" bumper bolts.

FIG. 5-A

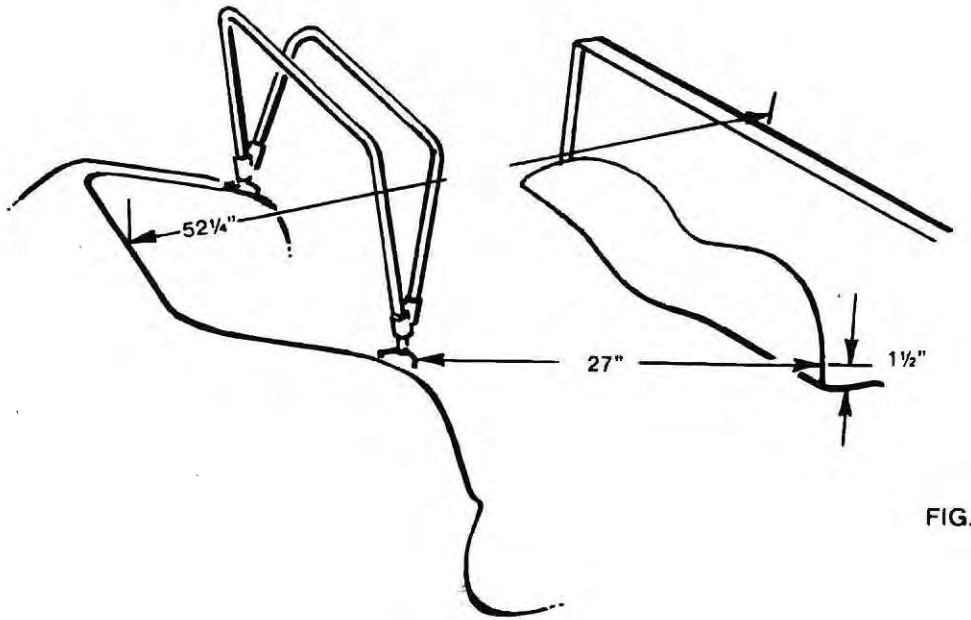


FIG. 5-B

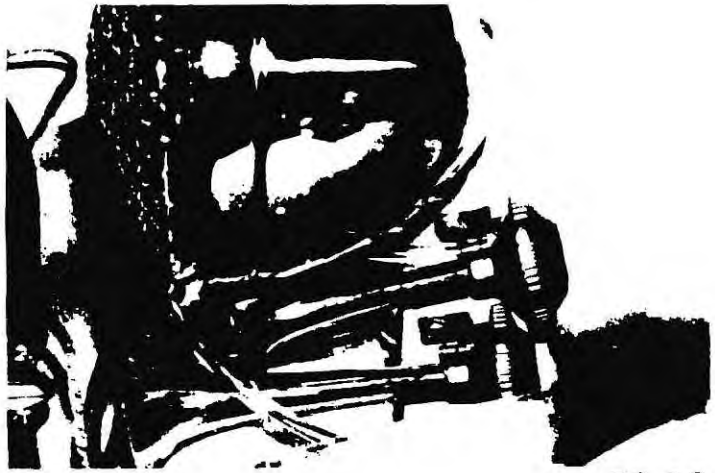


FIG. 5-C

HORNS: You can use a stock VW horn on the forward portion of the floorpan.

Optional air horns or musical air horns are available, if you really want to attract attention. You can pick from a selection of songs, these are a lot of fun.

We use two trumpet air horns on factory assembled units, the compressor being mounted to the forward vertical portion of the gas tank bib, the horn/brackets installed on the left side panel, behind the grille, above the steering shaft location. See photo FIG. 5-C.

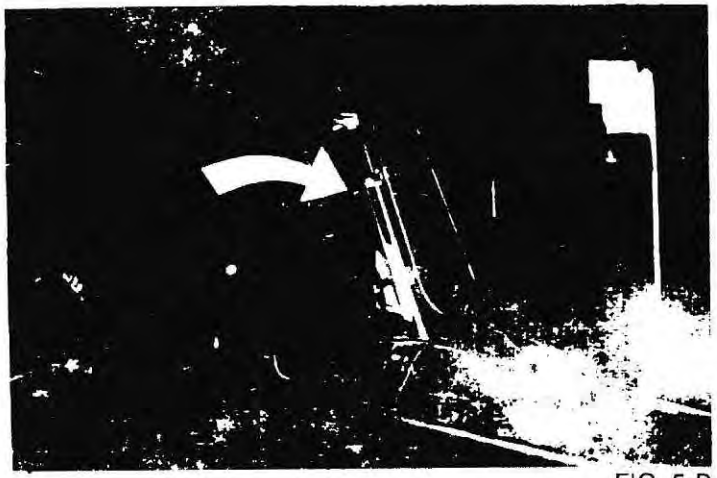


FIG. 5-D

WIND WINGS: These are installed to the windshield frame, to the inner side of the frame, forward of the glass. See photo FIG #5D. It is necessary to tap two holes per side for installation, using a 5/16" x 24 tap (fine thread).

The wind wings are quite large when received, and here at the factory we do reduce the size considerably. This is a matter of personal choice!! The plexiglass can be cut down by using a fine blade jigsaw or band saw, sanding the new edge lightly with fine sand paper.

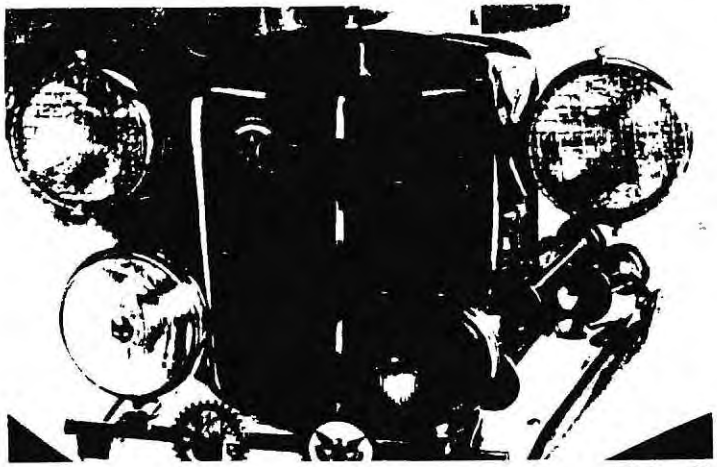


FIG. 5-E

BADGE BAR, BADGES, FOG & DRIVING LIGHTS: The factory's badge bar is installed using either the two forward bolts (fender to front bib) FIG 5E, or the two bolts immediately behind them, your choice!! After locating install the fog and/or driving lights one each or two of same depending on your choice and state requirements. Install badges by drilling 9/64" holes through badge bar. FIG. 5E shows a well dressed-up forward section of a MIGI, complete with musical horns, trumpets mounted on both sides of grille!!

SUPPLEMENTAL WINDSHIELD INSTRUCTIONS (to page 41 of manual)

(A) TO INSTALL WINDSHIELD WITHOUT ANY ACCESSORY BRACKETS

1). Install rubber gasket, supplied with frame, around the outer edge of glass completely. Start at a corner . . "V" gasket at each corner.

2). Slide glass into frame, install bottom aluminum frame-rail and lightly tap (use wood or rubber hammer) unit together.

3). Drill a 13/64" hole, 13" from top edge of frame on either side to secure sides of frame to bottom rail, using screws supplied with frame.

4). Cut excess of legs off bottom, 17¼" at 72° (see sketch 4A).

5). Install bottom gasket, LONG side to front!! Install to body, per instruction page page 41. Note: The 52¼" is measured from the forward edge of the frame.

(B) TO INSTALL SOLID MOUNTED, WITH ALUMINUM ACCESSORY BRACKETS, proceed after 3 above:

4). Cut legs at 90°, 13¼" from top front edge of frame (sketch 4B).

5). Set bracket on end of frame, center punch frame at each of the 2 upper bracket holes. Drill each hol 1/4" in outer and inner forward edge of frame, PARALLEL with top of frame (sketch 4D).

6). Tap holes 5/16 x 18 and install studs into frame, using lock-tite.

7). Place brackets over studs, secure with washer and acorn nuts.

8). Install bottom gasket, long side to front. May require fit trimming. Place brackets on body. Drill 3 holes per side in body, using 21/64 drill. Bolt brackets to body with bumper style bolts, supplied.

(C) TO INSTALL LAY-DOWN WINDSHIELD BRACKETS, proceed after 6 above:

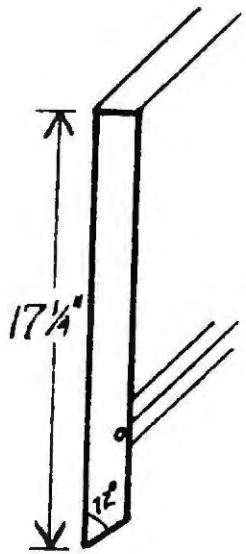
7). File forward edge of frame if necessary to allow for pivoting (sketch 4C).

8). Place 2 washers on lower stud, 2 per side, place bracket on studs. Place another washer on lower studs, then the acorn nuts. Secure upper studs with knurled knobs.

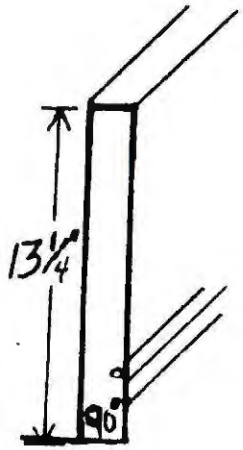
9). Bolt brackets to body as per above. Remove wiper arms & blades. Loosen knurled knobs and tilt frame forward. Careful...don't let it hit the hood. Mark and install rubber bumper on hood center with pop rivet, so that frame rests on bumper when in lowered position.

NOTE: On wind-wing installation. If you are using the wind-wings, the installation of these is the same. However, it will be necessary to trim the bottom corner for bracket clearance in order to lower windshield. It may alos be necessary to trim for antenna. Trimming may be done with a jig saw, using a fine blade and finishing off with fine sandpaper.

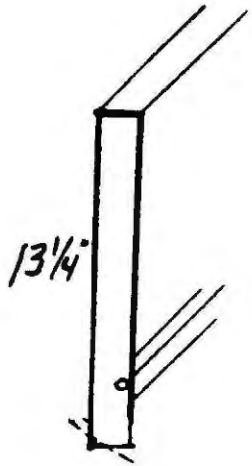
4A



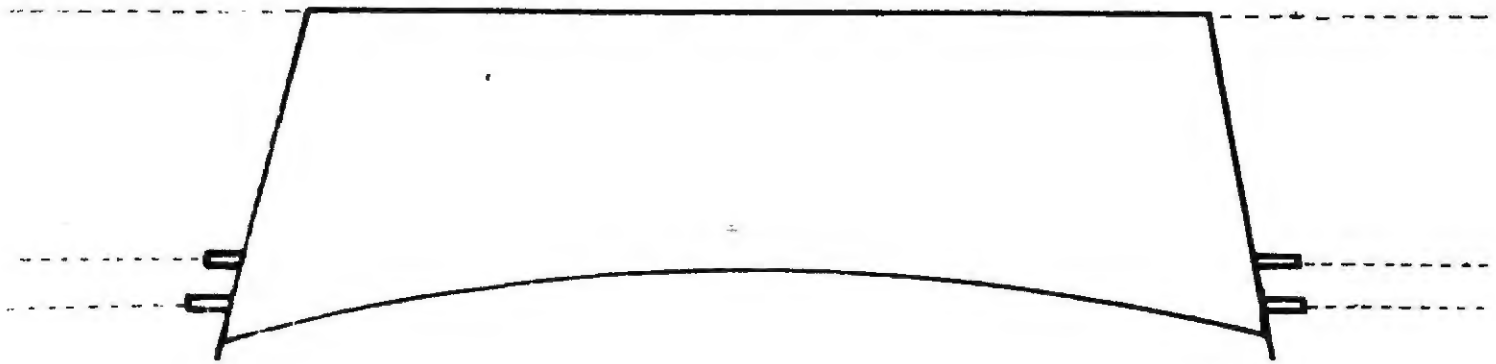
4B



4C



4D



GRILLE, DAYTONA MIGI EMBLEM, MOTO-METER: Using our steel grille shells, which comes with emblem (meter is optional), install the emblem to the two holes in the upper part of the grille, as follows. Drill (2) 9/64" holes into the raised nubs on emblem, place emblem on front of grille, secure by using flat washers and #8 x ⅜" self tapping sheet metal screws.

Next, with contact cement, install welting to rear edge of steel shell. See photo FIG #5F. Slip over fiberglass nose section, which has been striped with ¼" accent tape for effect, and position. Drill holes (approximately 3/4") for headlights. If you are installing a moto-meter, drill hole in top of steel shell, through fiberglass nose, using a 7/16" drill.

HEADLIGHTS, STONEGUARDS: Insert headlight stems through grille and bolt, adjustment can be done later. On certain headlights, it may be necessary to rotate the beam, since the headlights are mounted through the side as opposed to a vertical installation.

To install stoneguards, drill 3/16" holes in rings of headlight assembly, see photo FIG #5E.

FENDER MIRRORS, PARKING/DIRECTIONAL LIGHTS: At the factory, we use original TD style bullet shaped front parking/directional lights. On the top of the front fenders, there is a small dimple. This dimple locates the forward most hole in the gasket of this light (there are four holes per gasket). Align the gasket so that the dimple is centered in the front hole, mark two rearward holes (we do not use the fourth hole), drill front (dimpled) hole and two rearward holes, using a 1/4" drill (or 17/64"). Mark back 2¼" from the rearward most hole, drill a 3/8" hole for the fender mount outside mirror. See photo 5G.

FIG. 5-F

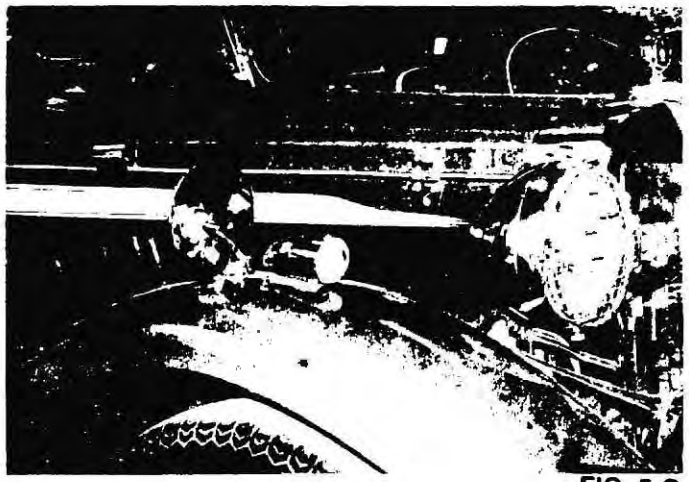


FIG. 5-G

RUNNINGBOARD TRIM:

See FIG. 5-H, at the factory we use self-adhesive "side molding" trim and tips for the runningboard trim. It is available in various colors and easily installed.

NOW IS THE TIME TO MOVE TO THE REAR OF THE CAR FOR INSTALLATION OF ACCESSORIES. THE ORDER IN WHICH YOU INSTALL THESE IS NOT OF GREAT IMPORTANCE.

FIRST, grind out rear bumper bracket clearance per FIG. 5-I, 5-J (arrows).

LICENSE PLATE LIGHT:

See photo FIG. 5-K. Using a piece of ¼" x 1" x 7" long aluminum bar stock. Bend 90 degrees, 2" from one end. Attach 2" end to side of ending lid, attach light assembly to 5" section.

LUGGAGE RACK:

Installation of the luggage rack is very simple. It will be necessary to bend two angles for the bottom. Use a piece of 2¾" long aluminum (⅜" x ⅛"), bend at 1".
See photo FIG. 5-J.

The top end is attached using bolts, nuts 5½" x 5/16". To cover the long bolts, use chromed brass tubing, with flared end, available in the plumbing section of all hardware stores.

BACK UP LIGHT:

See FIG. 5-K, attach to engine lid, with bolts supplied.

TAIL LIGHTS:

You can use stock VW tail light lens (1962-67 or 1971-72). Also use the chrome trim ring, gasket and screws. Drill holes for mounting a bit undersize and allow long screws to "tap" into fiberglass. For ease of installation, we recommend using universal weatherproof type sockets . . . sketch FIG. 5-L.

These are readily available from your local automotive supply house. You will need both double and single contact sockets and bulbs.

Drill holes so that each socket will position above and below the divider of the lens assembly.

FIG. 5-H

FIG. 5-I

FIG. 5-J

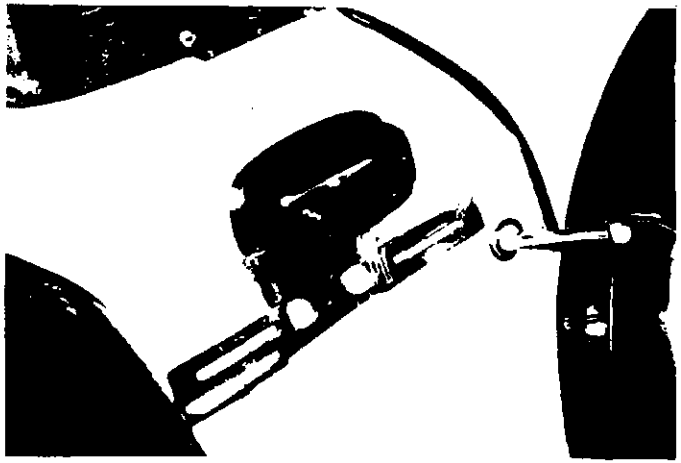


FIG. 5-K

FIG. 5-L

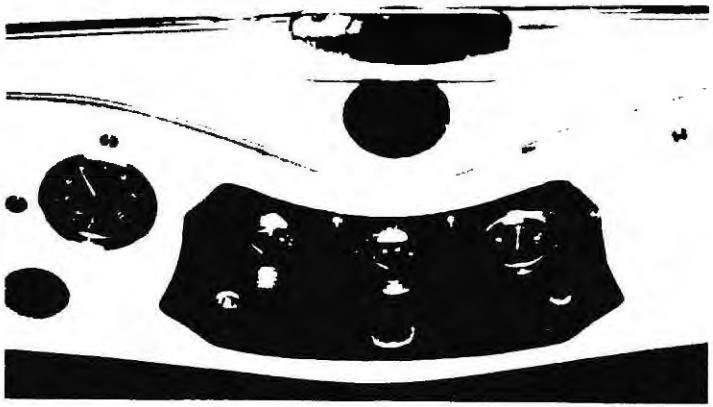


FIG. 5-M

INTERIOR REAR VIEW MIRROR:
The dash mount mirror, available from the MIGI factory is installed as close to the windshield as possible, leaving room for the installation of the defroster vent.

Attach mirror with two ⅛" pop rivets. See FIG. 5-M.

FIG. 5-N

DEFROSTER:
Install defroster motor through firewall on passenger side.

To locate hole, measure in from edge 11" and down 6½" from cowl. This locates the center of the hole. Drill a 3" hole. See FIG. 5-M, 5-N, 5-O, 5-P.

Also drill a 3" hole in the dash, centered between dash and windshield frame, forward of the inside mirror.

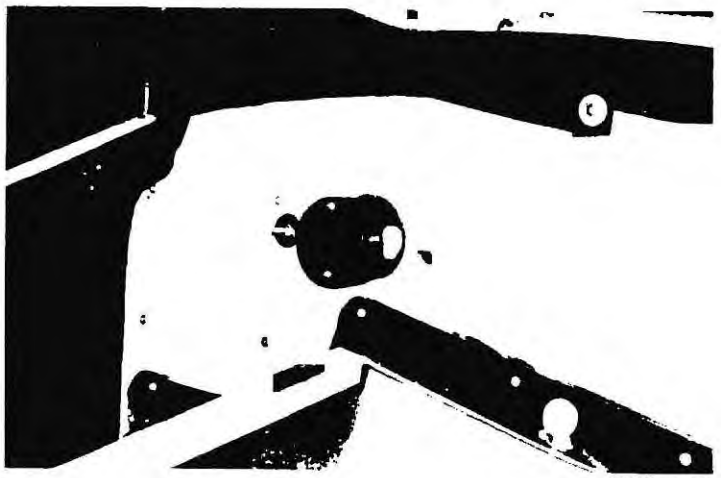


FIG. 5-O

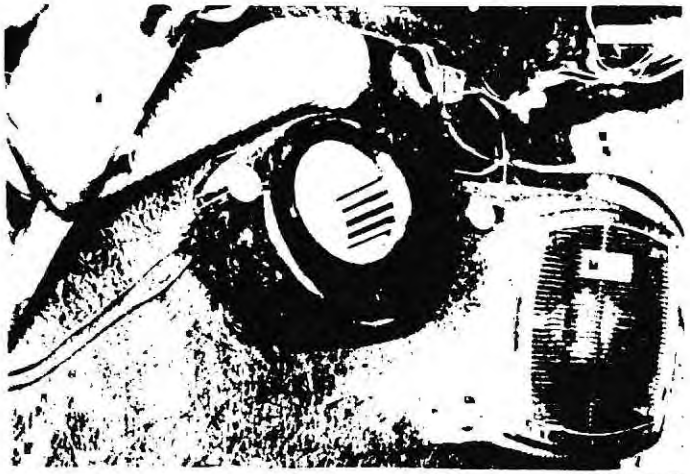


FIG. 5-P

WINDSHIELD WASHER KIT:
The chrome washer nozzles are to be located 4" to either side of the center of cowl, about 2" behind welting between hood and cowl. Drill 3/16" holes to install nozzels. Install bottle on forward side of firewall, to the outside of the steering shaft/column. See FIG. 3-R, 4-B.

ANTENNA:
Our side mount antenna is easily installed by drilling ½" holes in the cowl side, about 1½" behind welting. Measuring up from the fender, the lower hole is 5", the upper 16" from the fender. (11" apart.) See FIG. 5-Q.

STEERING WHEEL:
Installation instructions for installing the wheel and the special adapter are supplied with the adapter. In order to clear the steering wheel (flat type) with the directional lever, it is necessary to *VERY CAREFULLY HEAT THE LEVER WITH A BERNZOMATIC TORCH, APPLYING PRESSURE AS YOU HEAT, SO THAT YOU WILL BE ABLE TO RESHAPE LEVER AS IT SOFTENS.* **BE CAREFUL!**

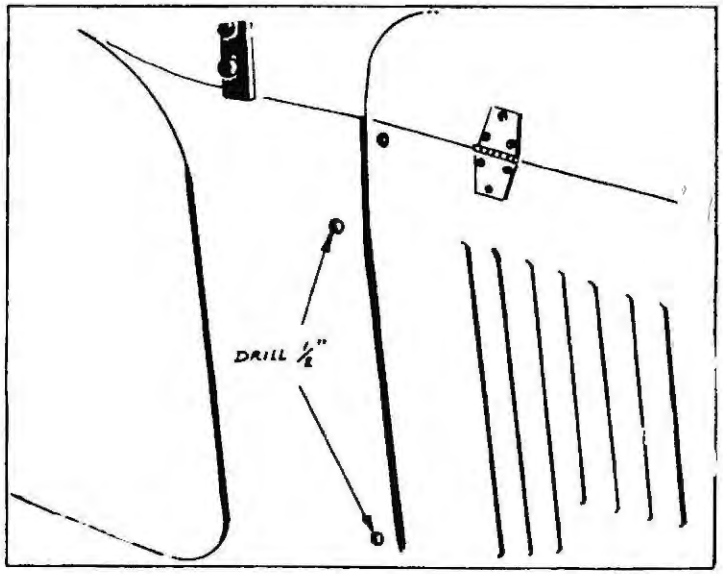


FIG. 5-Q.

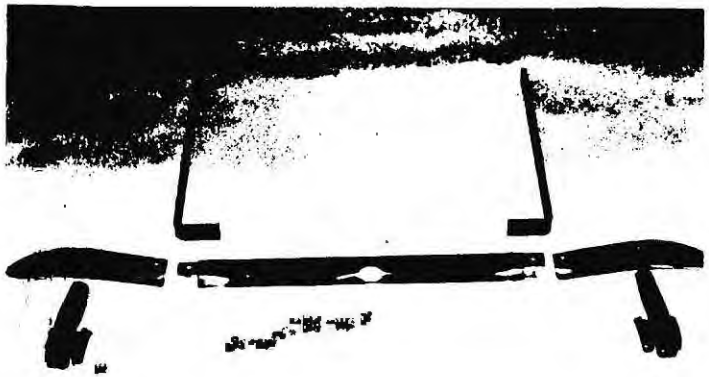


FIG. 5-R

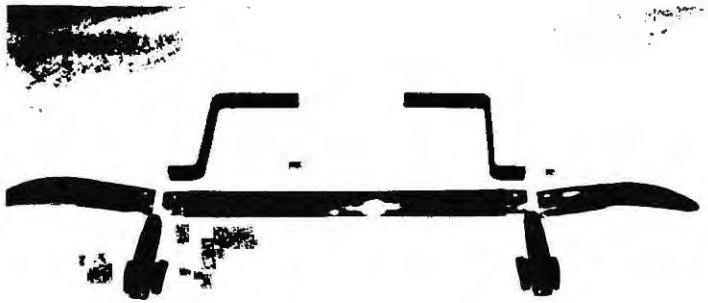


Fig. 5-S

BUMPER INSTALLATION, REAR AND FRONT:
For rear bracket installation, refer to sketch 4-H, and photos 5-R and 5-S. The brackets are installed to the INNER side of the rear inner panels.

The face bar consists of two ends and a center bar. The ends are attached to the center bar and through the brackets with ⅜" x 1½" chromed bumper bolts.

If you are using over-riders on the rear, these will be positioned outward, to allow clearance for lifting the engine lid. It may be necessary to drill ⅜" holes, for installation of the over-riders. Attach to bumper with bolts from behind.

For front installation, refer to sketch FIG. 5-T. Remove top bolts holding front suspension to chassis. Drill out threads and insert bolts FROM BACK, bolt size 7/16" x 5½". With bolts sticking through, place brackets over bolts and secure with washers and nuts. Later, when welding front suspension (see section on softening front suspension), it is a good idea to tack the brackets to the front suspension.

Install front bar to brackets with bumper bolts, OR, if using over-riders, attach bracket, bumper and over-rider together, with bolts from behind the brackets.

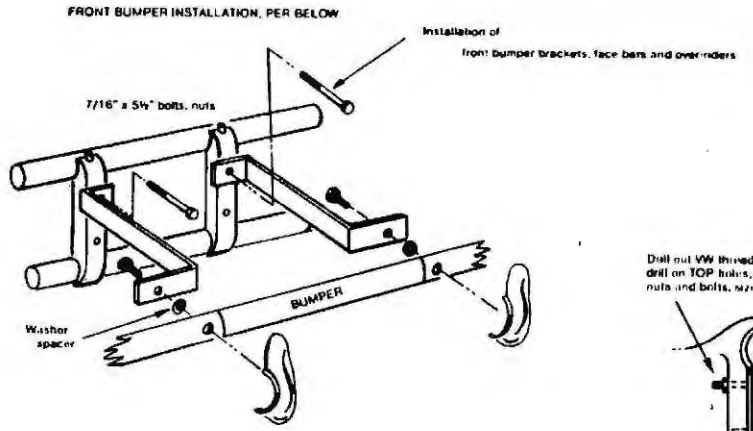
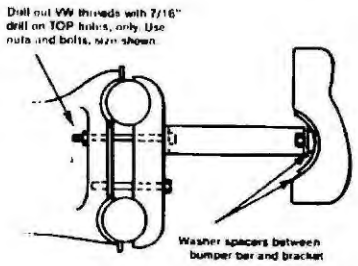


FIG. 5-T



WIRING:

Wiring your car is probably the least popular thing in the assembly process.. but it need not be. As a matter of fact . . . it can be fun! Most people are more mechanically inclined than electrically, and that's what scares them. Take your time and, above all, do a neat job of dressing the wires neatly. Tape them down and make sure you don't cut wire lengths too short . . . it's always best to leave some slack. If you don't have a pair of good wire cutters/strippers in your possession, now is the time to purchase or borrow some from a close friend. A good soldering gun will also be handy. OK, let's go to work:

a. If you are using a standard VW wiring harness, removed from the VW you are using, obtain a wiring diagram from your local dealer for the model year, color coded if at all possible!!

b. If you have purchased our DELUXE WIRING HARNESS, a complete set of instructions is supplied with it. This is a three-part harness, front, rear and dash and was designed to accommodate all our accessories. This is complete with fuse block, all wire ends, etc. It was designed to greatly reduce our assembly time here at the factory and is now offered to our customers as well . . . .

c. If you choose to wire from scratch, follow VW color coded diagram.

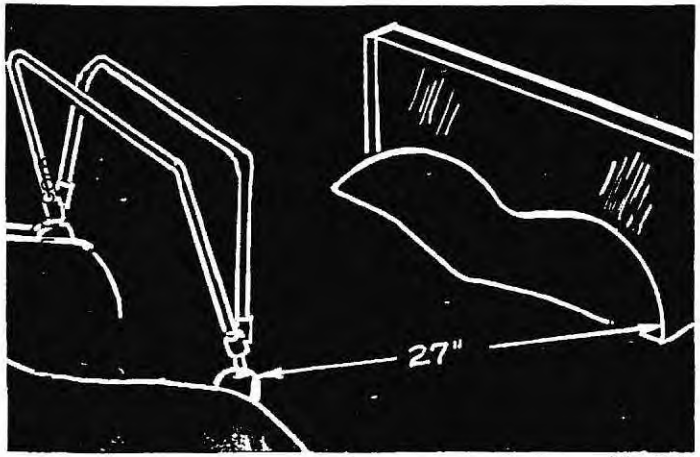


Fig. 6-A

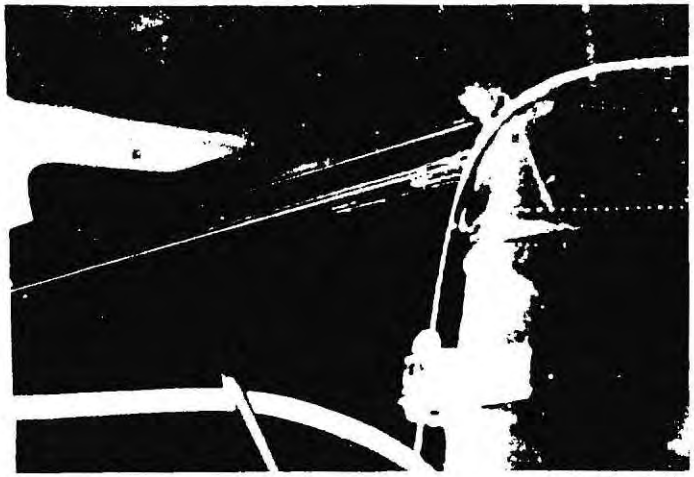


Fig. 6-B


Fig. 6-C

CONVERTIBLE TOP AND SIDE CURTAINS:

If you have purchased the factory converible top . . . refer to FIG. 6-A, 6-B, 6-C, and set the bow pivots per the figure. Install pivots as shown and set bows in the pivots. Now place forward lip of top into the front windshield frame groove. This is accomplished by pushing in the flat aluminum bar into the deep groove at the top edge of the windshield frame.

Tape the back edge of the top to the back edge of the car and install the side curtains to the top with the zipper. Now check the windshield angle with reference to the side curtains and make any adjustments needed to the frame angle. Remove the side curtains and begin mounting the top snap connectors into the MIGI body. IMPORTANT . . . Start at the center of the back and work your way to the sides . . . this will help minimize wrinkles. Now re-install the side curtains and install screw snaps to body, matching connecting points with the snaps already on the side curtains.

On a warm sunny day, wet down the top and allow it to air dry in the sun. This will shrink the top somewhat for extra snug fit. You can also re-adjust the bow crosstubes to adjust for any wrinkles.

INTERIOR:

The interior of your MIGI is purely a matter of personal taste. This is the opportunity to really personalize your car . . . a posh interior for the grand touring effect . . . plain and functional for the road buff. Leather . . . vinyl .. . cloth . . . can be obtained in just about any color you desire, so again, take some time to think about the interior. The best move you could make as far as your interior goes is to install the factory upholstery kit . . . it is quality and cut to fit with little effort. The factory upholstery kit can be installed in one short evening. A virtually unlimited choice of fabrics . . . colors and materials is available. It might be worth your while to call us to talk over your needs.

Seat patterns FIG. 6-D will assist you in the event you will be doing your own upholstery work. Patterns for the door panels can be made from the doors themselves. Use a thin plywood or heavy cardboard . . . cover with your choice of material and screw directly to the inner door fiberglass panels with trim screws. Carpeting elsewhere throughout the cockpit can be cut to fit. Firewall inside piece should be glued down with contact cement. Floor pieces should be able to be removed for ease in cleaning, etc., etc., etc.

Refer to Sketch 6-D.

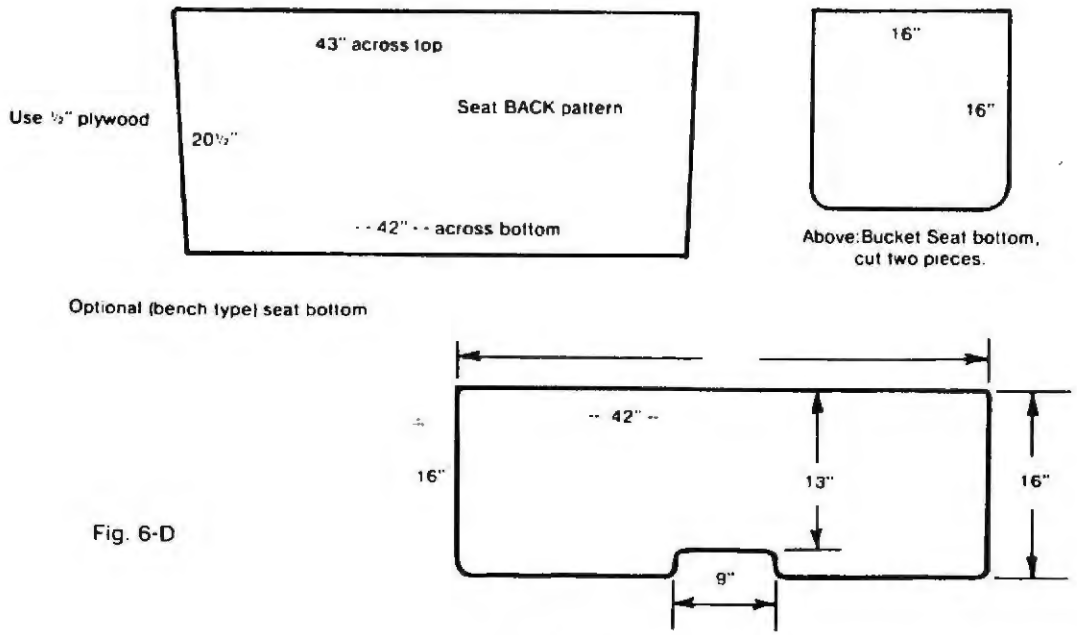
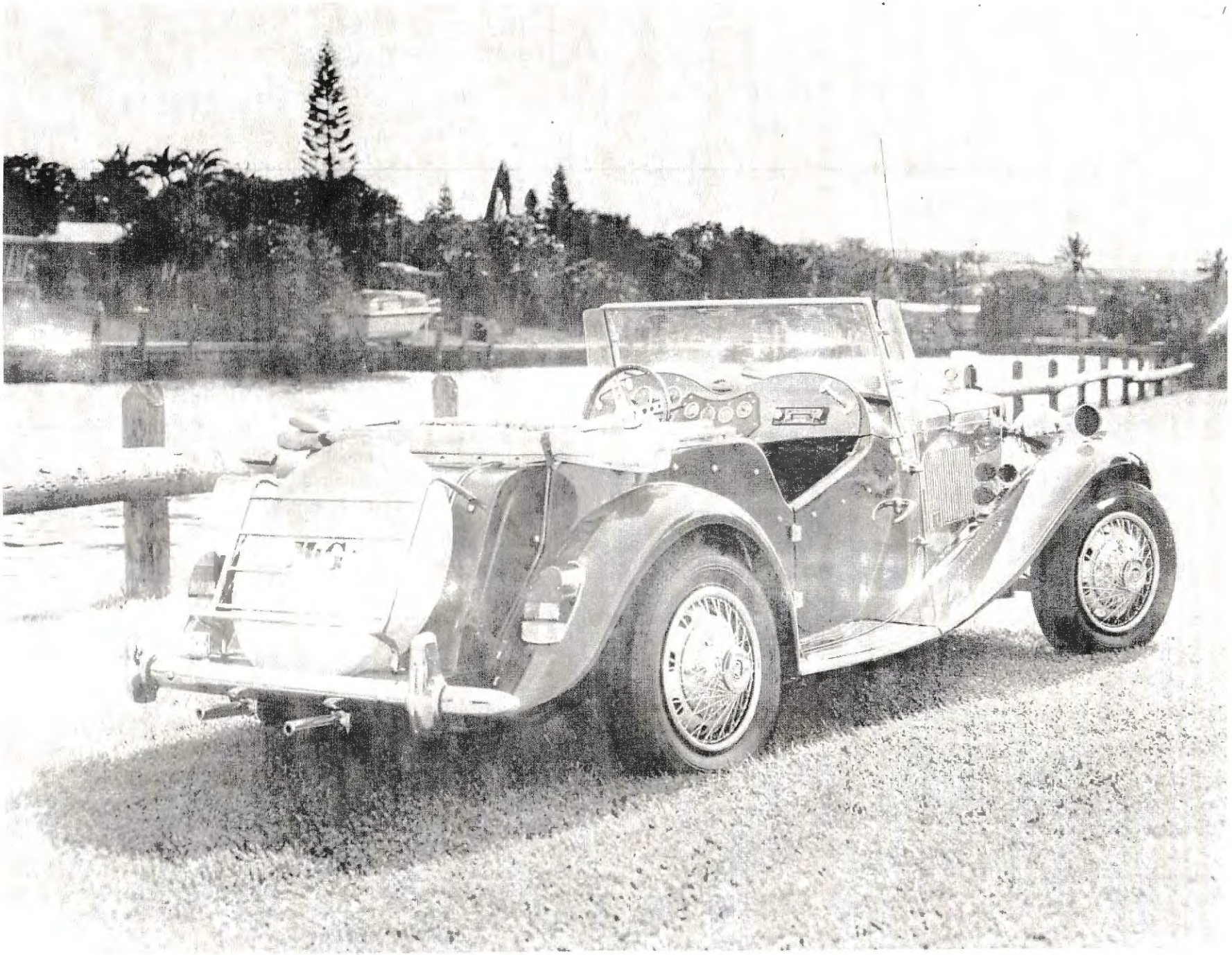


Fig. 6-D

Notes



by

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