

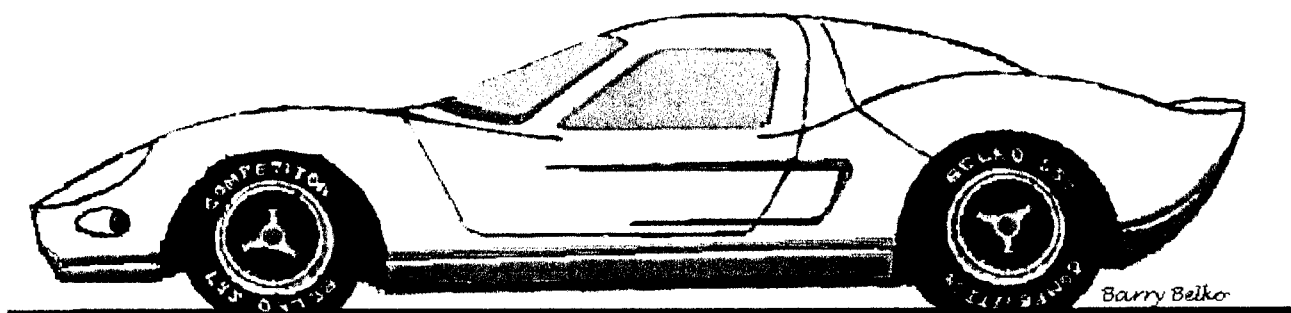


DELUXE AZTEC BODY KITS FOR VOLKSWAGENS

ASSEMBLY INSTRUCTIONS

1966

**Aztec GT Gull-Wing
Aztec GT Conventional Door
Aztec GT Flip-Cab
Aztec II Convertible**



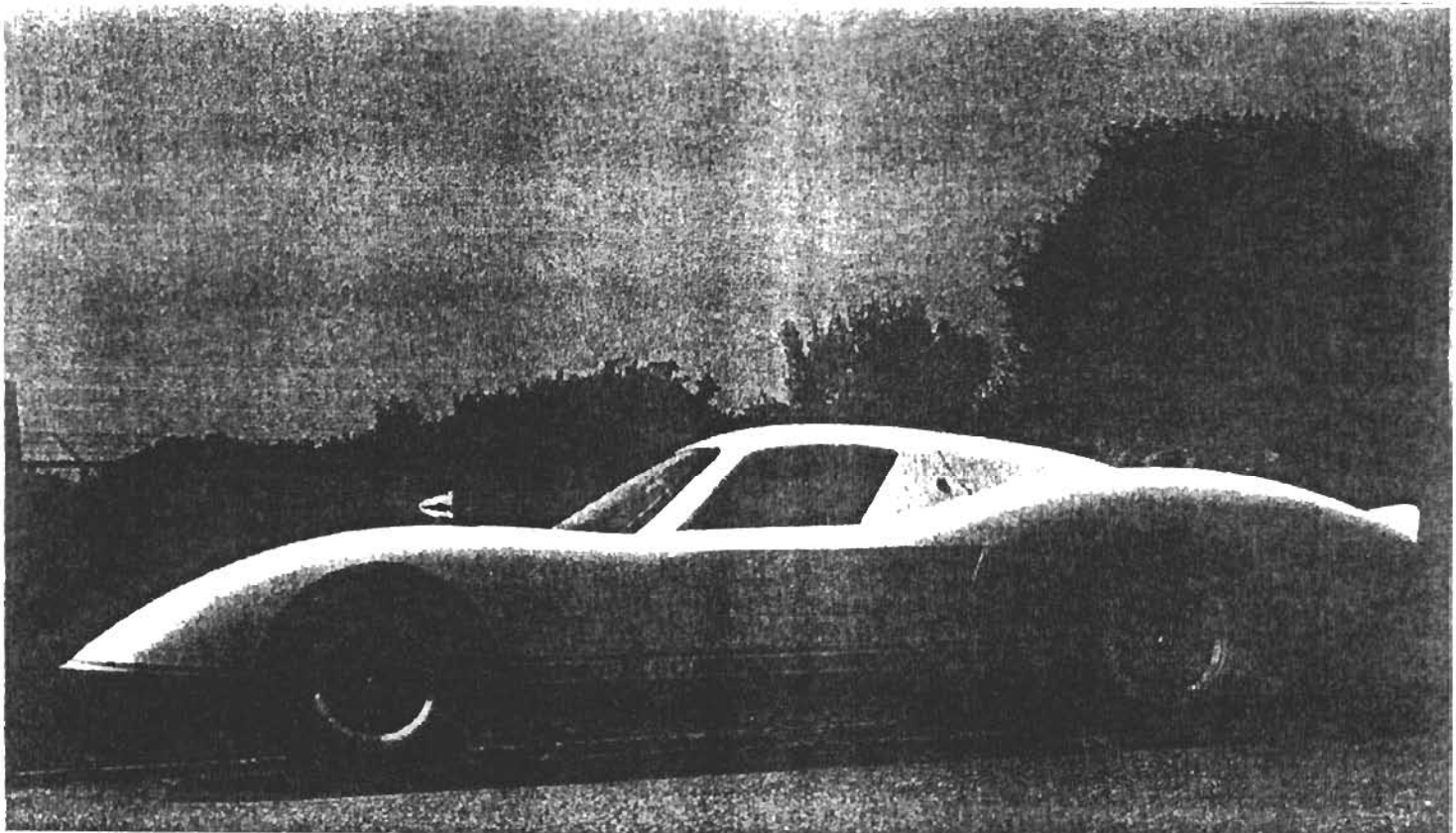
FIBERFAB, Division of Velocidad, Inc., 140 Commercial, Sunnyvale, California

Fiberfab's Aztec body for the Volkswagen chassis is the best known and most respected fiberglass sports car body ever produced. Found in every state, Aztecs have also been exported to Japan, the Bahamas, South Africa, Panama, Mexico, the Philippines, Canada and Saudi Arabia. The Aztec is also manufactured and sold throughout Europe by a subsidiary company, Fiberfab-Europa KG, located near Stuttgart, Germany.

The obvious reason for the Aztec's amazing success is its revolutionary styling — styling which has captured the imagination of sports car enthusiasts throughout the world. By offering dynamic design coupled with a choice of the spectacular tilt-cab or exotic gull-wing doors, the Aztec GT, appeals to people who appreciate the unusual.

Another and important reason for the world-wide popularity of the Aztec is due to the fact that it is based on inexpensive, readily available Volkswagen components. Requiring no modification to the chassis, engine or transmission, an Aztec can be mounted by a person with limited mechanical experience using little more than common hand tools.

The Aztec's aerodynamic styling, lower center of gravity and reduced overall weight enable the car to safely attain speeds in the 100 mph range. But the performance of the Aztec-Volkswagen — increased top speed, improved handling and lower gas consumption — is just another of the many advantages which add to the enjoyment of owning and driving a car so beautiful, so unique, so sensational that it is the center of attention wherever it goes.



AZTEC

One of the triumphs of engineering offered by the Aztec is the choice of two unusual door treatments. The Aztec GT is available with either a tilt-up cab or gull-wing doors.

The gull-wing model of the Aztec features doors which are mounted and hinged at the factory prior to delivery. Designed to extend into the Aztec roofline, the graceful doors open upwards at a wide angle to allow maximum ease of entry. Utilizing sliding windows, these heavily reinforced doors add a unique styling touch to the Aztec's overall appearance.

The flip-cab Aztec possesses one of the most sensational innovations ever offered to the motoring public. Operated hydraulically, the entire cab section of the body tilts up for entry, giving the car that traffic-stopping appeal so sought after by automotive stylists the world over. Using the hydraulic mechanism from a Ford soft top, the flip-cab can be operated from the outside by a key and from the inside by a simple switch.

Regardless of which door arrangement you prefer, the Aztec has the same sleek lines from nose to spoiler for maximum aerodynamic stability and design consistency.

Mounting the Aztec body is accomplished by simply lifting the old body off and bolting on the new. The kit is designed to utilize a maximum number of Volkswagen parts, for both ease of installation and to reduce the overall cost.

Design Patent Pending

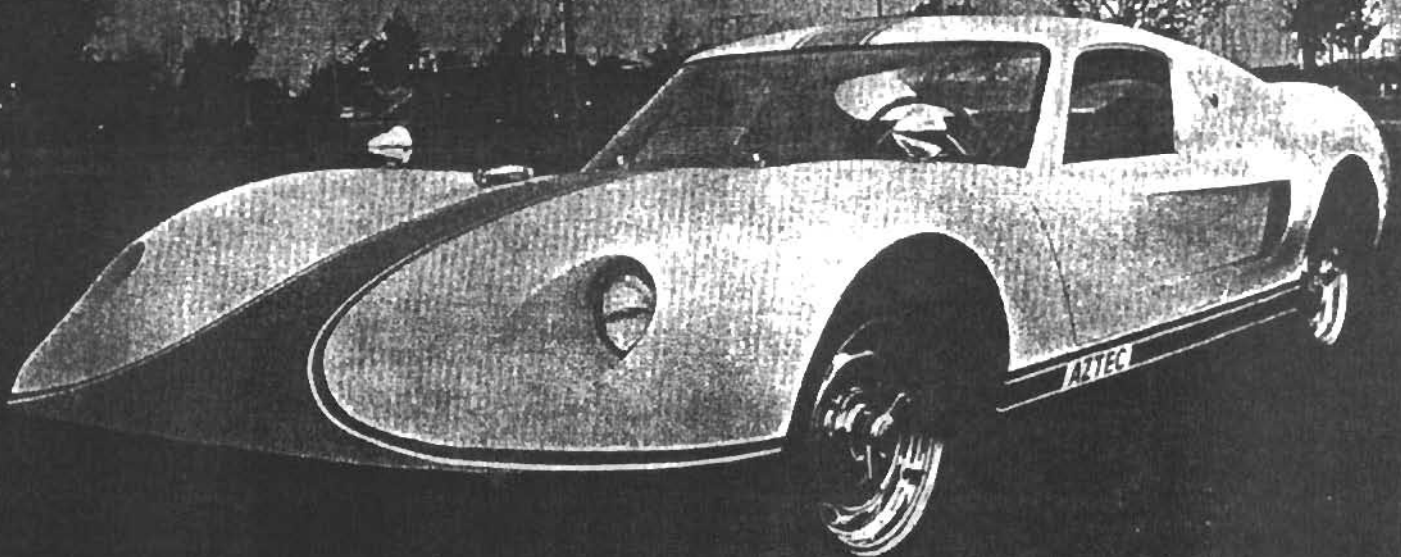


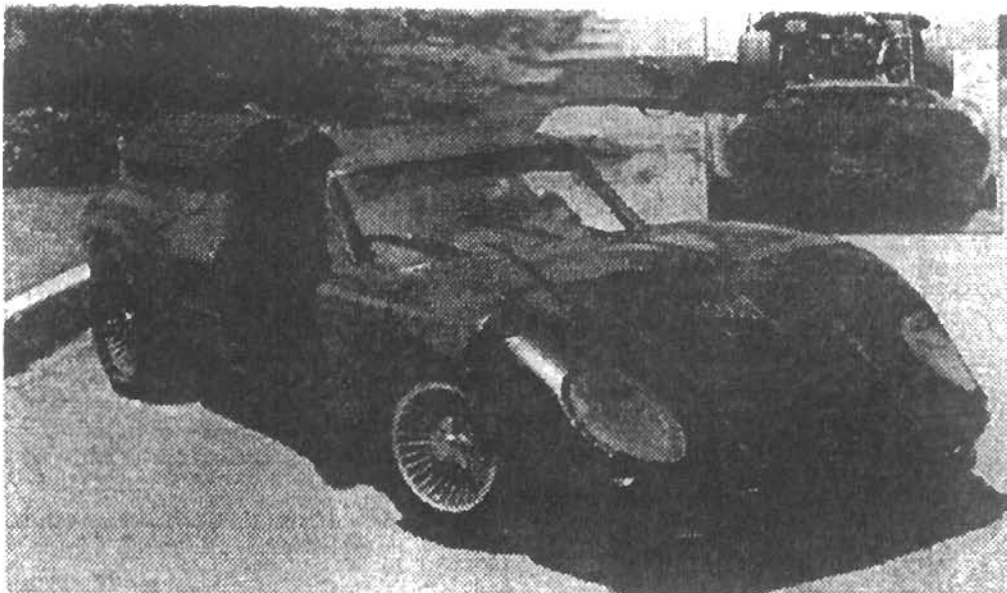
It is difficult to give an exact estimate of what an Aztec conversion will cost because no two builders will want to use exactly the same components. Instrumentation, for example, can vary from a few dollars worth of adequate VW dials to an outlay of several hundred dollars for an imposing array of custom instruments or a stereo tape unit. The beautifully finished Aztec GT pictured below represents a total investment of less than \$1300.

The major factor contributing to the small investment necessary to build an Aztec is simply that Fiberfab is not satisfied to provide its customers with just a well designed body — when you purchase the Aztec you receive a complete, ready-to-assemble kit. Extensive inner panels, bulkheads, wide flanges, wheelwells, an abundance of reinforcements and even the dashboard (engineered to accept a central cluster of instruments) are built into the Aztec body during manufacture. The Deluxe Aztec kit is delivered with windshield, side and rear windows, frame rails, rear hangers and swivels included. The Deluxe kit also offers the builder the choice of three seat styles. All these items and engineering features aid in simplifying assembly, thus saving time and money.

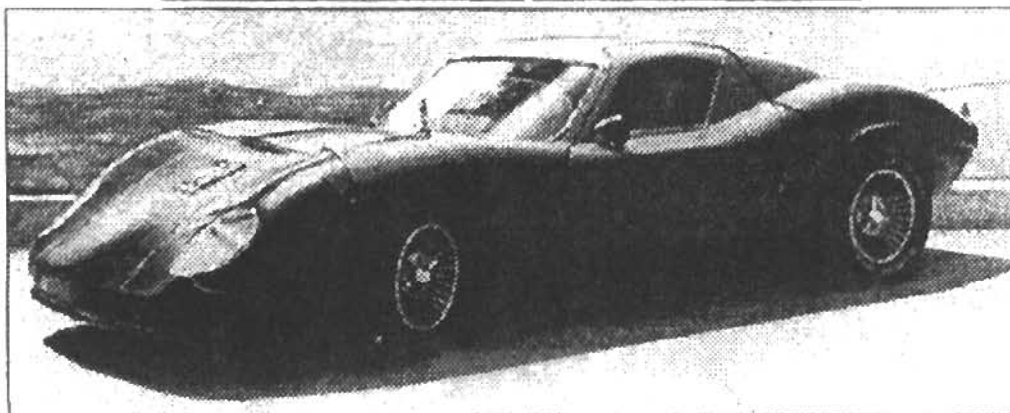
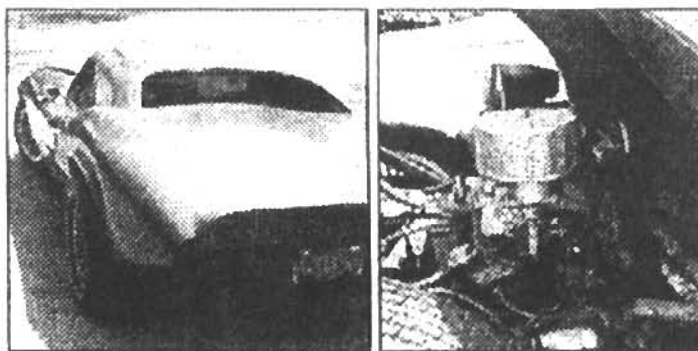
For those seeking more power than the stock VW engine has to offer, there is the possibility of substituting a Porsche or Corvair engine in the Aztec, which will enable the car to pass the 140 mph mark, with acceleration to match.

Gull wing or tilt-cab, stock VW or hot Corvair, the Aztec offers the opportunity to own and drive a car which is comparable to any of the world's highest priced GT automobiles — and yet the Aztec costs so little to build.





You're probably wondering why I've included this car here. First of all, this is an Aztec GT, one of the great granddaddy of the Aztec line of kitcars. Secondly, and more importantly, these are the very first photos of a kitcar that I saw in a kitcar magazine that made me commit myself, at the age of 10, to eventually sit behind the wheel of a kitcar.



STANDARD AZTEC GT Kit includes:

- | | |
|--|--------------------------------------|
| 1) Aztec GT body—tilt cab or gull-wing doors | 8) Front and rear inner panels |
| 2) Molded headlight receptacles | 9) Floor panels to mount body |
| 3) Wheelwells | 10) Windshield flange |
| 4) Firewall | 11) License plate indent |
| 5) Door or cab hinges installed | 12) Rear positioning recesses |
| 6) Central dashboard | 13) Door/cab area completely flanged |
| 7) Rear bulkhead to seal engine compartment | 14) Mounting Instructions |

DELUXE AZTEC GT Kit includes #1 to #14 of the Standard Kit, PLUS:

- | | |
|---|--|
| 1) Choice of GT, Classic or Lotus-type bucket seats | 4) Rear window |
| 2) Tinted safety glass windshield | 5) Hangers to mount and hinge rear section |
| 3) Side window channel-frames and tempered glass | 6) Metal frame rails for chassis support |
| | 7) Plexiglass headlight covers |

AZTEC PRICE LIST

Standard Aztec Kit	\$645.00
Deluxe Aztec Kit	795.00
Fiberglass Luggage Compartment	45.00
Deluxe Upholstery Kit, hand-sewn, black only	175.00
Deluxe Upholstery Kit, hand-sewn, choice of colors	195.00

Mounting Instructions are provided with all Aztec kits. Should you desire a copy prior to the time you order your Aztec, the manual is available for \$5.00 which will be refunded when you order.

AZTECA I — Convertible Body for Volkswagen

This version of the Aztec features a more conservative rear deck design and somewhat smaller over-all dimensions than found in the Aztec GT. A fiberglass hardtop is available for \$25.

The Aztec I Convertible Kit includes:

- 1) Body plus two doors
- 2) Complete inner panels for mounting
- 3) Headlight indents
- 4) Dashboard
- 5) 2 bucket seats
- 6) Frame rails
- 7) Rear hangers
- 8) Tinted safety-glass windshield
- 9) Plexiglass rear window
- 10) Mounting Instructions

AZTECA I KIT\$745.00



2. ACQUIRING A USED/WRECKED VOLKSWAGEN

Many persons purchasing an AZTEC body wish to replace the travel-worn (and not very exciting!) shell of the "beetle" they already own. Other builders plan to acquire a wrecked Volkswagen from a salvage yard and refurbish this "out-cast" with a new AZTEC body and perhaps some new mechanical parts. In either instance, this brief section should be of interest to all prospective builders.

For our purposes, the "VW family" can be divided into two parts -- post-1960 and pre-1960. The earlier cars are all 36 horsepower and use 4-speed, non-synchromesh-first-gear transaxles. The later models have 40 horsepower engines and 4-speed, all synchromesh transaxles of somewhat "beefier" design than the pre '60 version. With the body removed, there is little else to mark the difference between an early and late chassis except the inevitable wear-and-tear characteristic of the more aged vehicles.

When browsing through the wrecking yards remember that what you need consists of four major pieces:

1. Floorpan -- the VW "underbelly"
2. Front suspension/steering unit
3. Transaxle -- gearbox, differential and axles
4. Engine

You can buy all four pieces in one wreck or buy them separately from individual wrecks. Some minor compatibility problems arise when pre-1960 and post-1960 parts are pieced together, but these can generally be solved with little difficulty.

It is extremely hard to estimate prices for the required Volkswagen components as they vary greatly from one part of the country to another. Sources of Volkswagen parts other than wrecking yards are sometimes cheaper. Insurance companies, local newspaper want ads, and Volkswagen repair shops are other potential sources of the parts you need.

We have seen '54-56 Volkswagens sell for \$25-50, complete and running (not well, maybe, but running). '58-60 floorpans with running-gear sell for \$100 to \$250. Complete post '60 wrecks run from \$200 to \$650 depending on age and condition.

Unless you are equipped with metric tools or special VW tools (and like to tinker with engines) it is probably advisable to pay a little more for a low-mileage wreck. In any case, when buying a chassis with engine (or an engine alone), have the wrecker run the engine before you complete the purchase.

Always keep in mind that, IF THE FOUR ITEMS LISTED ABOVE ARE INTACT, THE WRECK IS USABLE -- DON'T LET A MANGLED BODY FOOL YOU. It is what is underneath that counts!

7. WIRING AND INSTRUMENTS

This section of the instructions provides the ground-rules for completing the basic wiring of your AZTEC. Wiring of special accessories, eg., the power top-lift mechanism for the flip-cab AZTEC, is described in the section concerned with interior finish.

A basic wiring harness should provide:

1. Starting
2. Ignition
3. Basic instrumentation -- temperature, oil pressure (gauges or warning lights), fuel level, and battery/generator condition
4. Interior and exterior lighting

At this stage in construction, most items to be wired have been installed, eg., the starter, the starter solenoid, ignition coil, oil-pressure and cylinder head temperature warning senders, battery charging indicator (voltage regulator) and fuel-level sender unit are all available for wiring. Lights, however, are yet to be installed.

The following lights have been used successfully at the factory and are very easy to install:

TAIL LIGHTS/BRAKE LIGHTS

1. 1961, 1962 Corvette -- four lights specified as "right-hand outboard," "right-hand inboard," "left-hand outboard," and "left-hand inboard."
2. Ford Mustang -- two lights, both sides the same.

FRONT PARKING LIGHTS

1. 1958 Corvette -- two lights, "right" and "left" side specified.

HEADLIGHTS

Because forming a satisfactory headlight bucket is difficult, we have already molded headlight inserts into your AZTEC at the factory.

An easy solution for headlights is to cut a used 1958 metal Chevrolet bucket in two and use half on each side. Jeep 6 volt seal beams can be used with these buckets. The number of the most easily obtainable Jeep 6-volt seal beam is General Electric #4031. Six or seven inch sealbeams can be used with the 1966 AZTEC.

Remember, when mounting the lights -- or for that matter, any electrical component -- in fiberglass, unlike steel bodies, that a separate ground wire must be incorporated in the wiring harness.

7. WIRING AND INSTRUMENTS - CONTINUED

The hub-to-front harness contains

1. The fuel gauge to fuel-level sender wire (#16 A.W.G.) routed high along the inner panel and through the inner panel at the front edge of the tank.
2. The hub to brake light switch (mounted on the master cylinder) and return -- two #10 wires routed down and across the firewall. These leads carry battery "hot-side" to the pressure switch and back to the hub for distribution to the rear of the car.
3. Headlight switch to parking lights -- a #10 wire routed high along the inner panel to the right-side light and then across through the inner panels to the left-side light.
4. Headlight switch/dimmer switch (dash mounted) to low beams -- #10 wire routed as the park light wire.
5. Headlight switch/dimmer switch (dash mounted) to high beams -- #10 wire same as low beams.

The hub-to-rear harness is routed from the hub next to the hub-to-front wires up to the firewall, then down to the floorpan around the wheel-well under the right door jam back and through the bulkhead beneath the air scoop indent. All wires can be cut initially to a length of 14 feet.

The hub-to-rear harness contains wires for

1. Temperature, pressure and charging indicators to appropriate engine-mounted senders. Three #16 wires through the bulkhead routed along the right-side rear body section hanger.
2. Ignition switch to starter solenoid -- a #10 wire routed as above.
3. Ignition switch to ignition coil -- a #10 wire routed as above.
4. Hub to brake lights -- a #10 wire routed along the hanger to the hinge pin.
5. Headlight switch to tail lights -- a #10 wire routed as the brake light wire.
6. Battery "hot-side" to hub -- assuming the battery to be mounted approximately where the original VW battery was, this wire can be routed along with all others in the hub-to-rear harness. Use 6 volt battery cable. (Also, connect the battery to the starter solenoid again using 6 volt battery cable. Finally, connect the battery "cold-side" to the floorpan/frame).

It is most convenient to wire the tail section so that it remains removable. To do this, route all wires from the tail and brake lights across the back, over the license plate bracket indent, and down the inner panel to the hinge pin. A four-terminal connector can be used to connect the tail section wires to the appropriate hub-to-rear harness wires. The tail section ground can be made through the hinge.

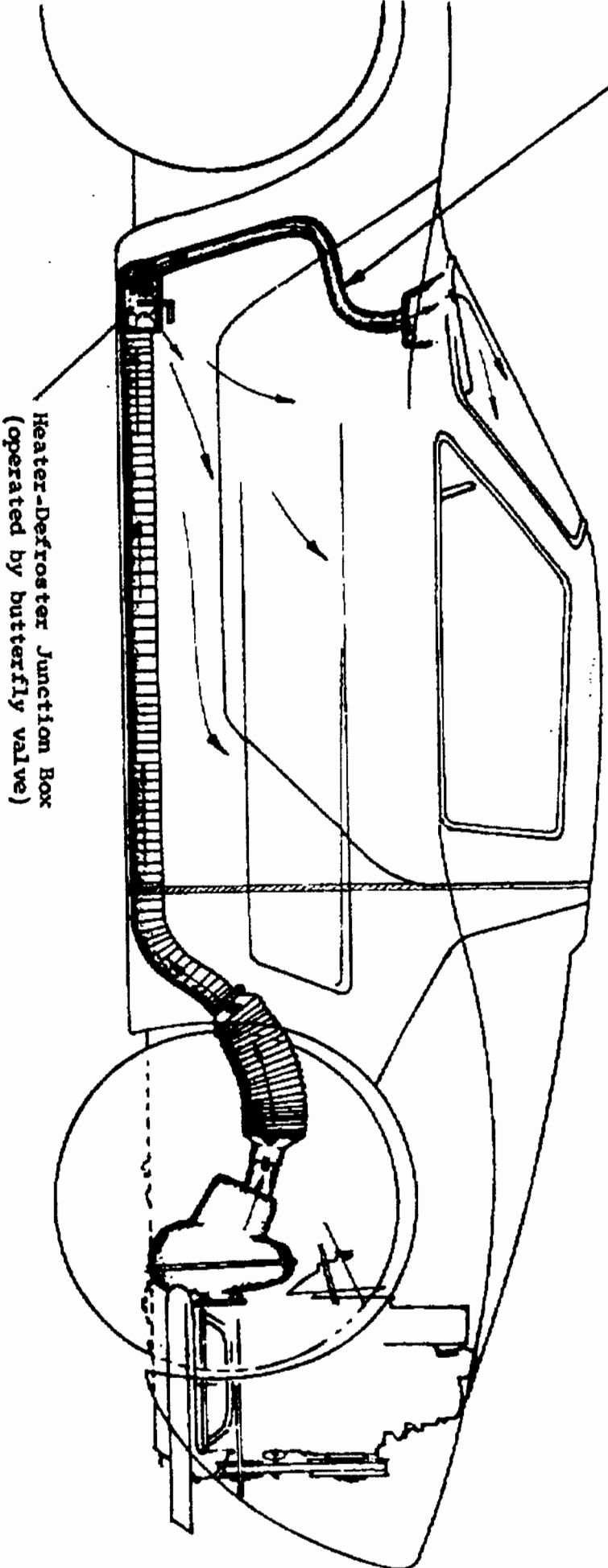
7. WIRING AND INSTRUMENTS - CONTINUED

The preceding material should serve as a guide to the basic wiring of your AZTEC. Additional items such as horns, direction indicators, tachometers, etc., can be added at your discretion. In general, all additional wiring can be simply added into the hub-to-front or hub-to-rear harness without incurring any special routing problems.

Incidentally, there is a place for a license plate molded into the AZTEC tail section. You can either bolt the license plate directly to the fiberglass or use a Chevrolet Corvair metal license plate frame, in which case a license plate light is easily fitted. The light is simply connected into the tail light wiring.

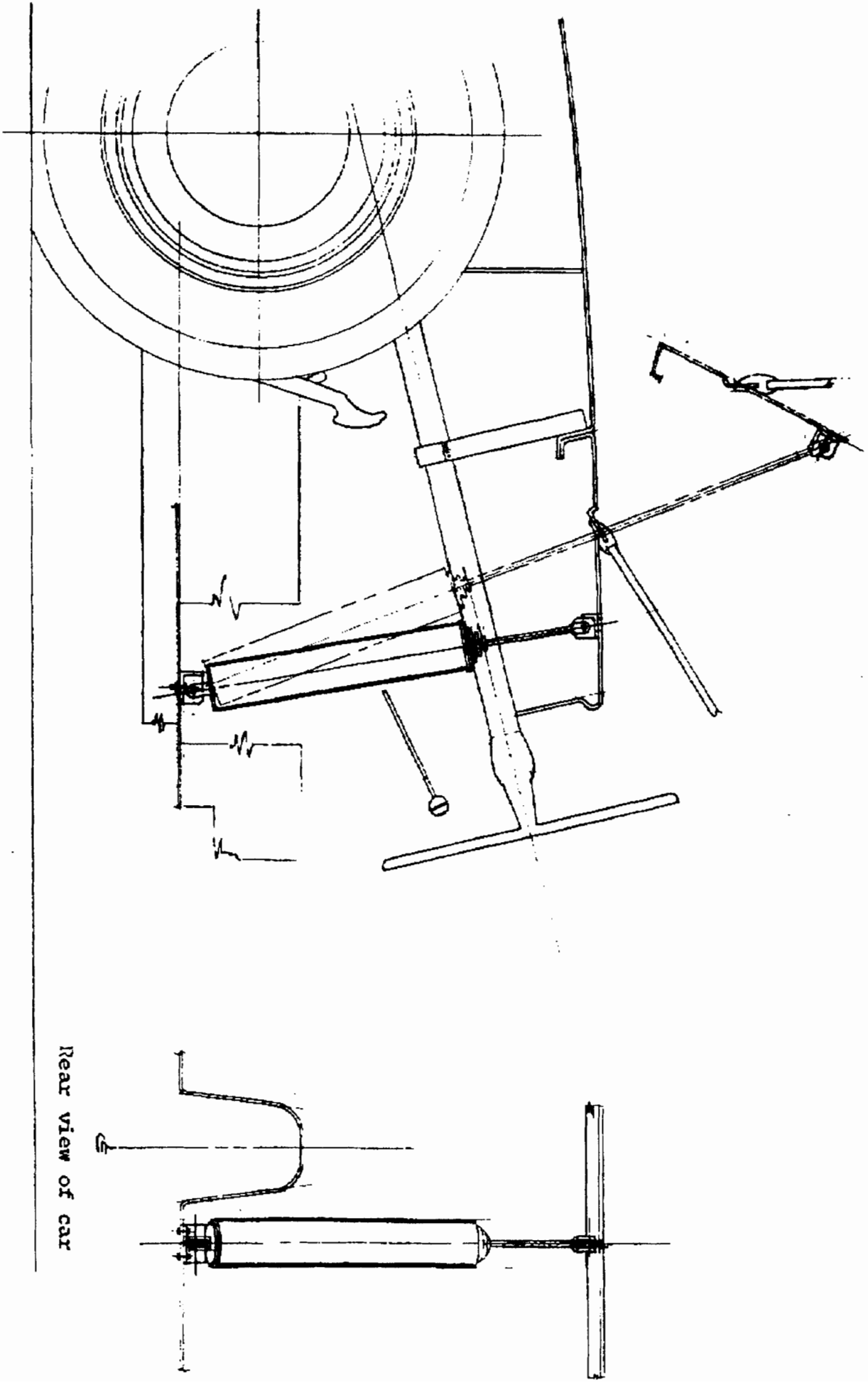
Flexible tube for defrosting

SUGGESTED HEATING AND
DEFROSTING SYSTEM



Heater-Defroster Junction Box
(operated by butterfly valve)

FIGURE 11

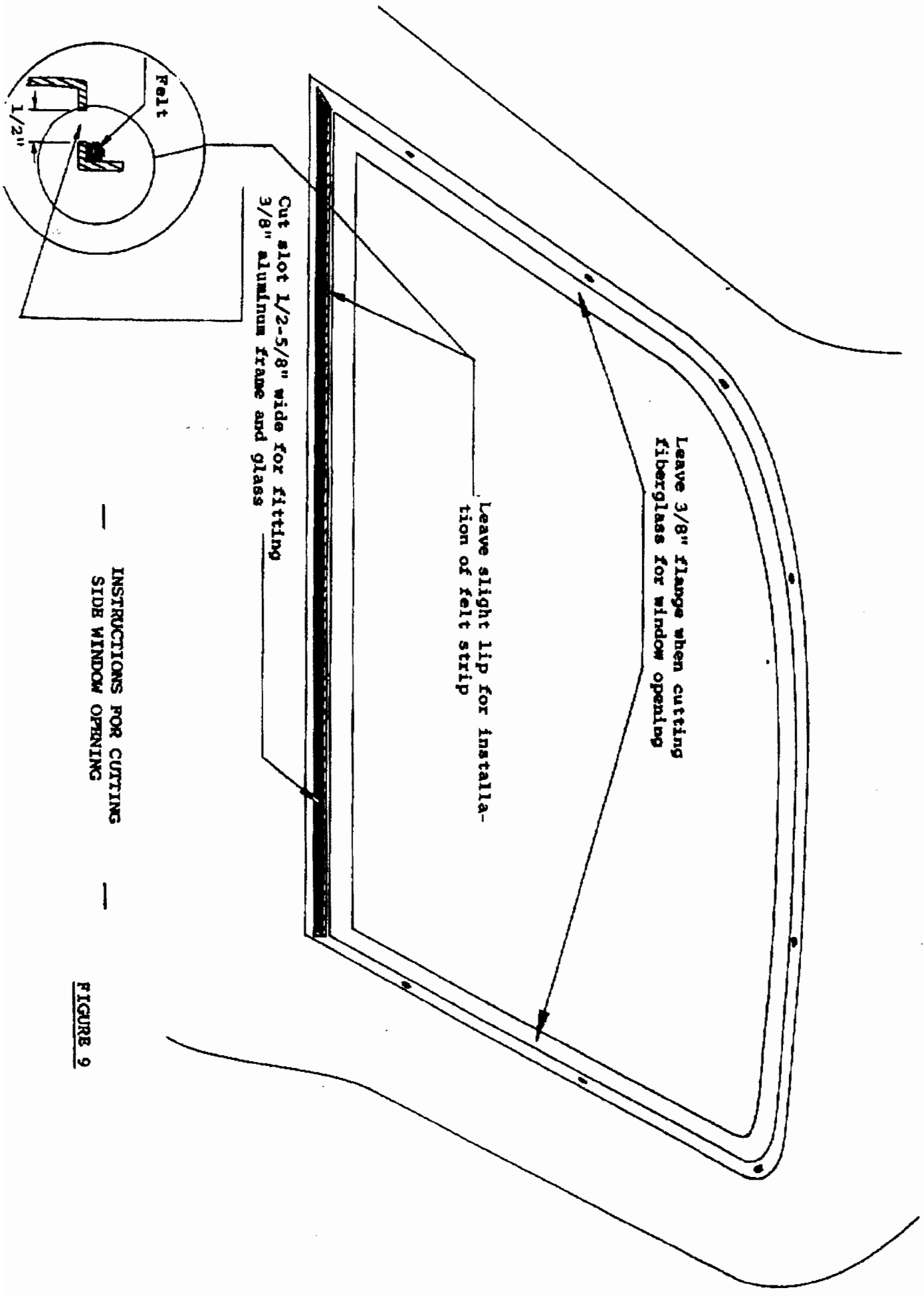


Front Axle

Rear view of car

— HYDRAULIC TOP PUMP INSTALLATION
- - - FOR FLIP CAB AZTEC

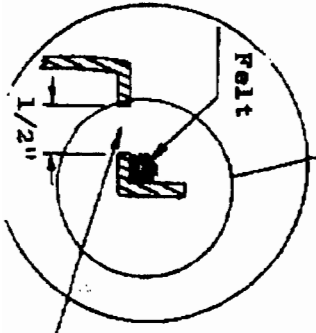
FIGURE 10



Cut slot 1/2-5/8" wide for fitting
3/8" aluminum frame and glass

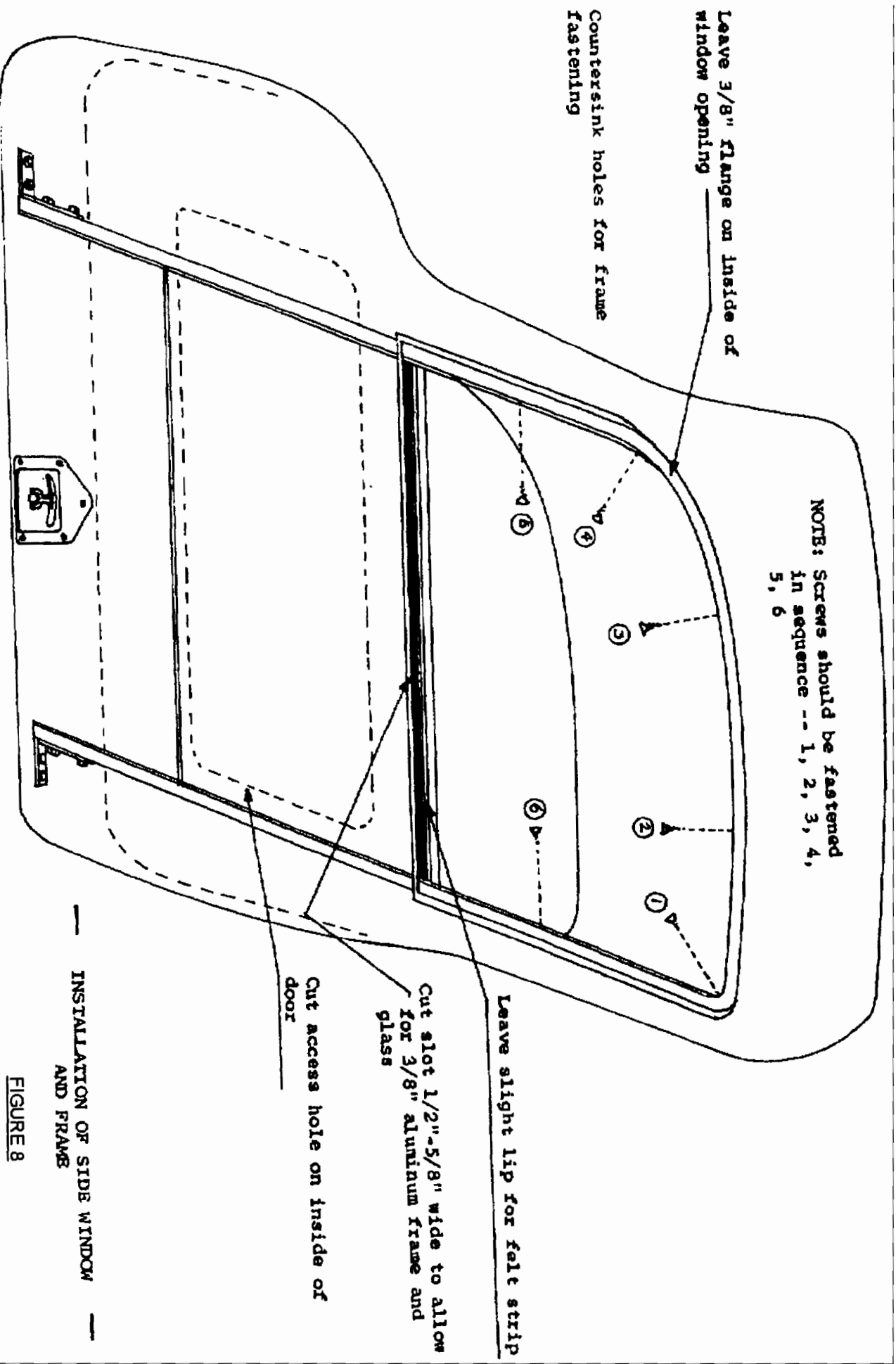
Leave slight lip for installa-
tion of felt strip

Leave 3/8" flange when cutting
fiberglass for window opening



INSTRUCTIONS FOR CUTTING
SIDE WINDOW OPENING

FIGURE 9



Leave 3/8" flange on inside of window opening

Countersink holes for frame fastening

NOTE: Screws should be fastened in sequence -- 1, 2, 3, 4, 5, 6

Leave slight lip for felt strip

Cut slot 1/2"-5/8" wide to allow for 3/8" aluminum frame and glass

Cut access hole on inside of door

— INSTALLATION OF SIDE WINDOW AND FRAME —

FIGURE 8

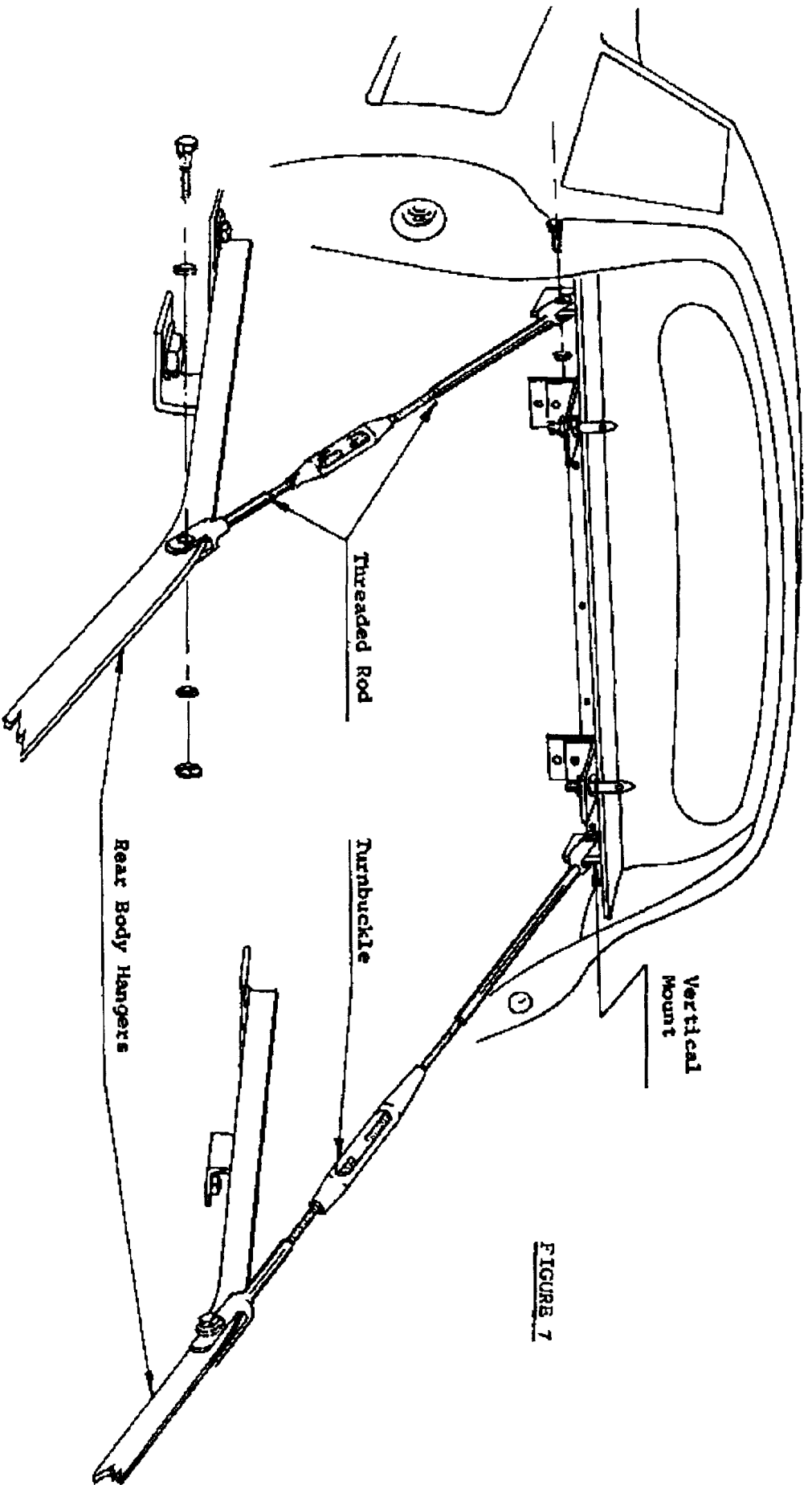
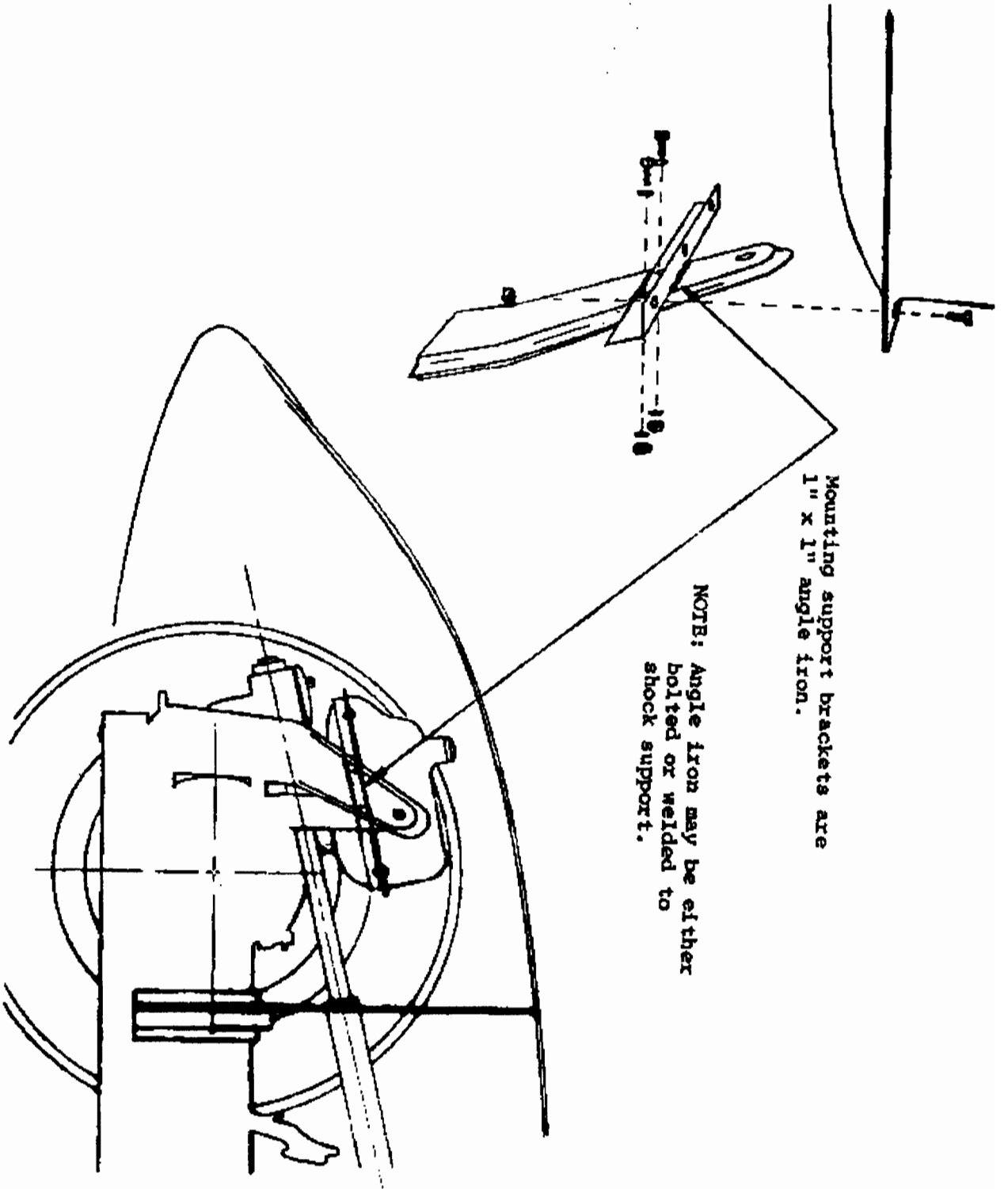


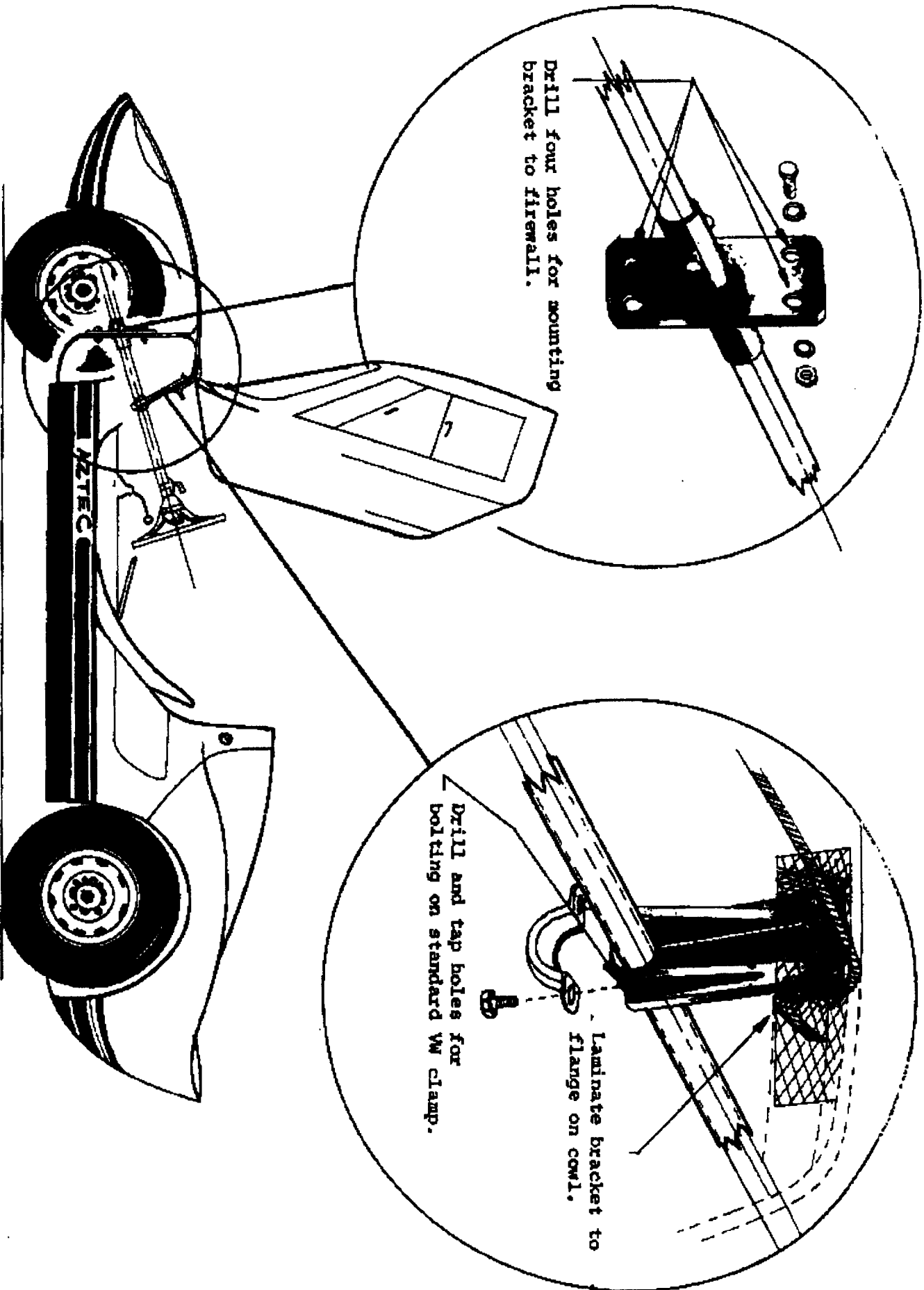
FIGURE 7

REAR BULKHEAD STIFFENERS



GAS TANK INSTALLATION DIAGRAM

FIGURE 6



NOTE: If you wish to make your own brackets, see Figure 4.

INSTRUCTIONS FOR MOUNTING
 FIBERFAB CAST ALUMINUM BRACKETS—

FIGURE 4

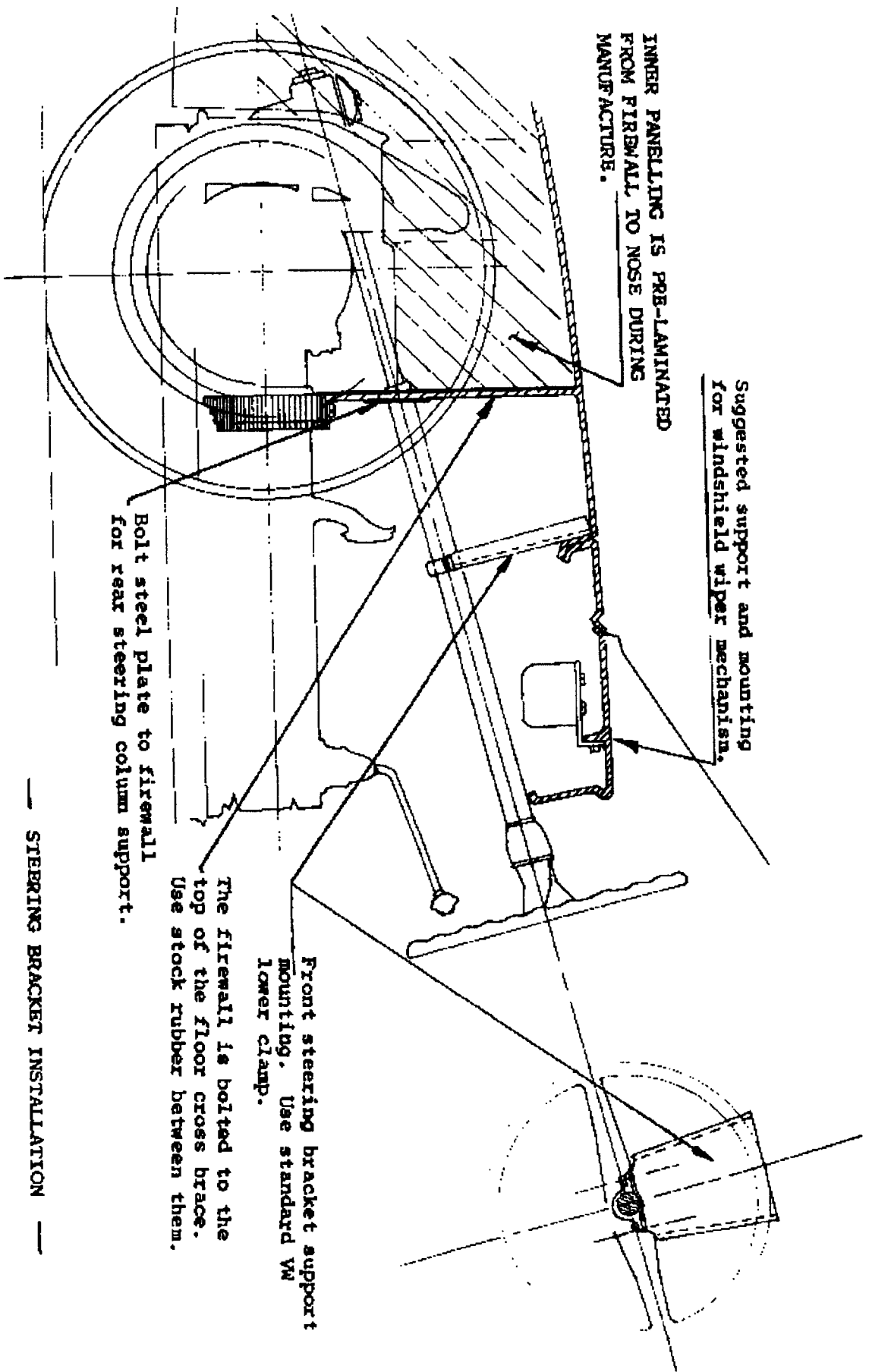
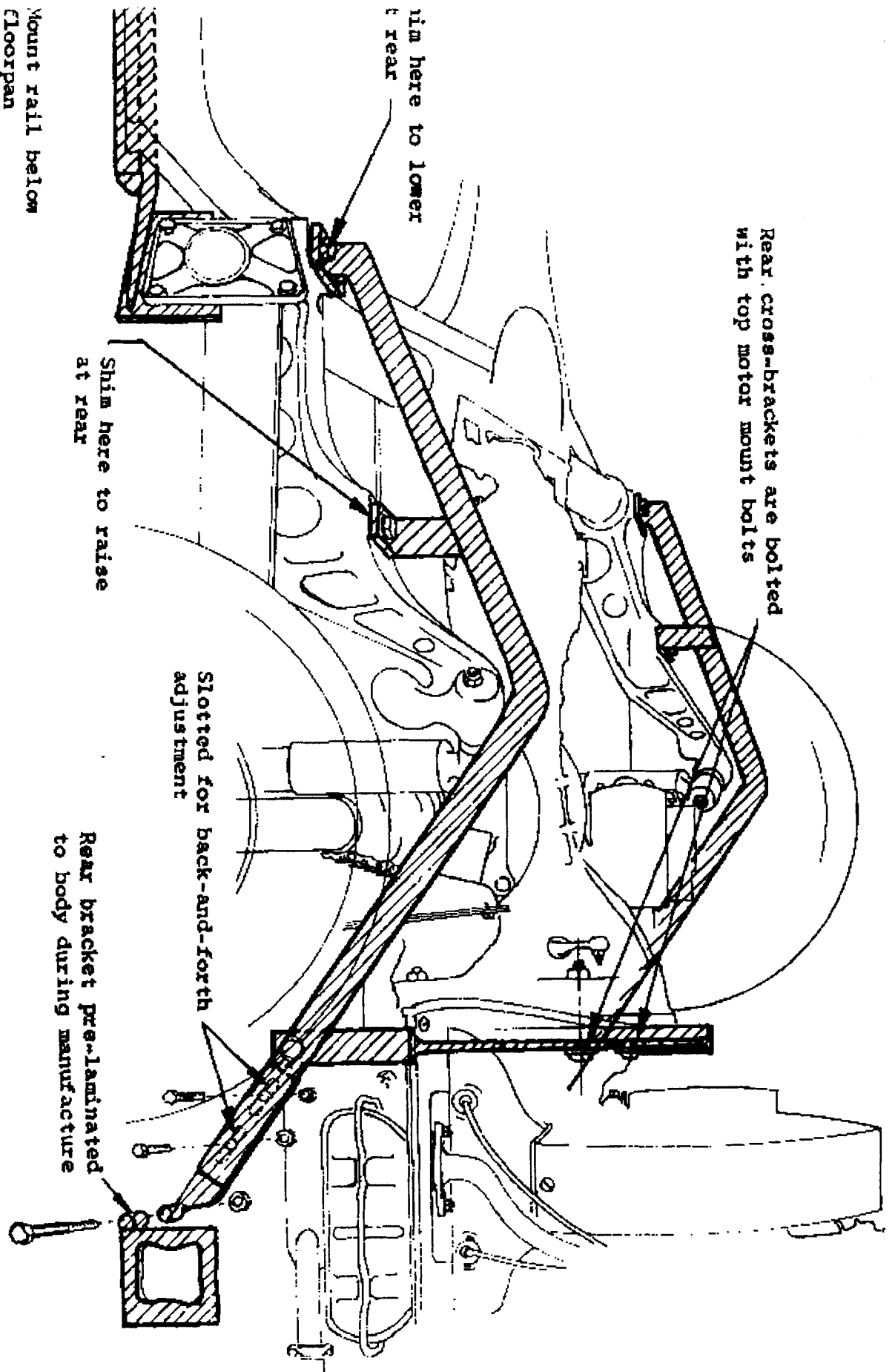


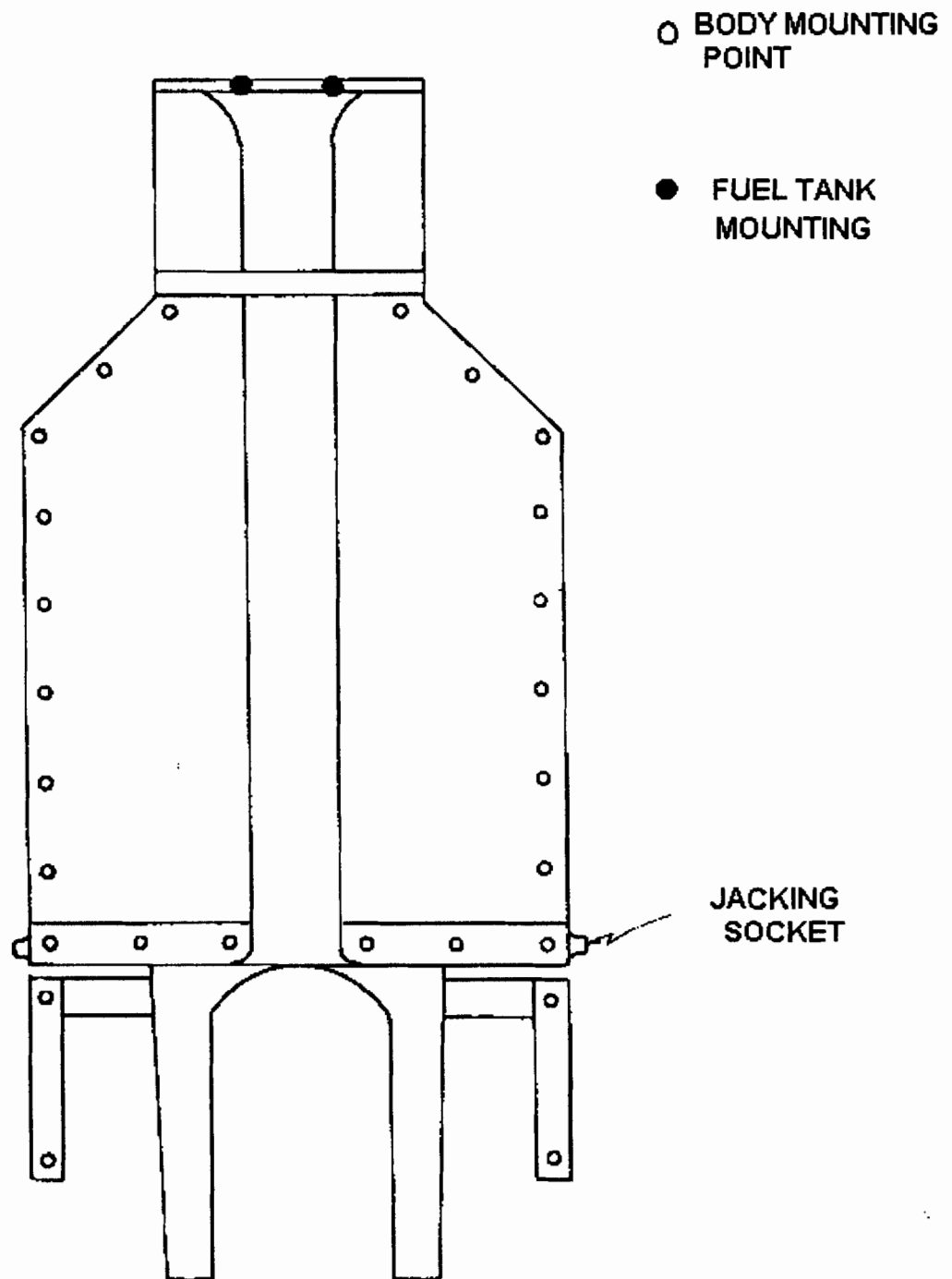
FIGURE 4



- Frame Rail and Rear Hangar -
Installation

FIGURE 2

FIGURE 1



- SKETCH OF VW FLOOR PLAN -
NOT TO SCALE