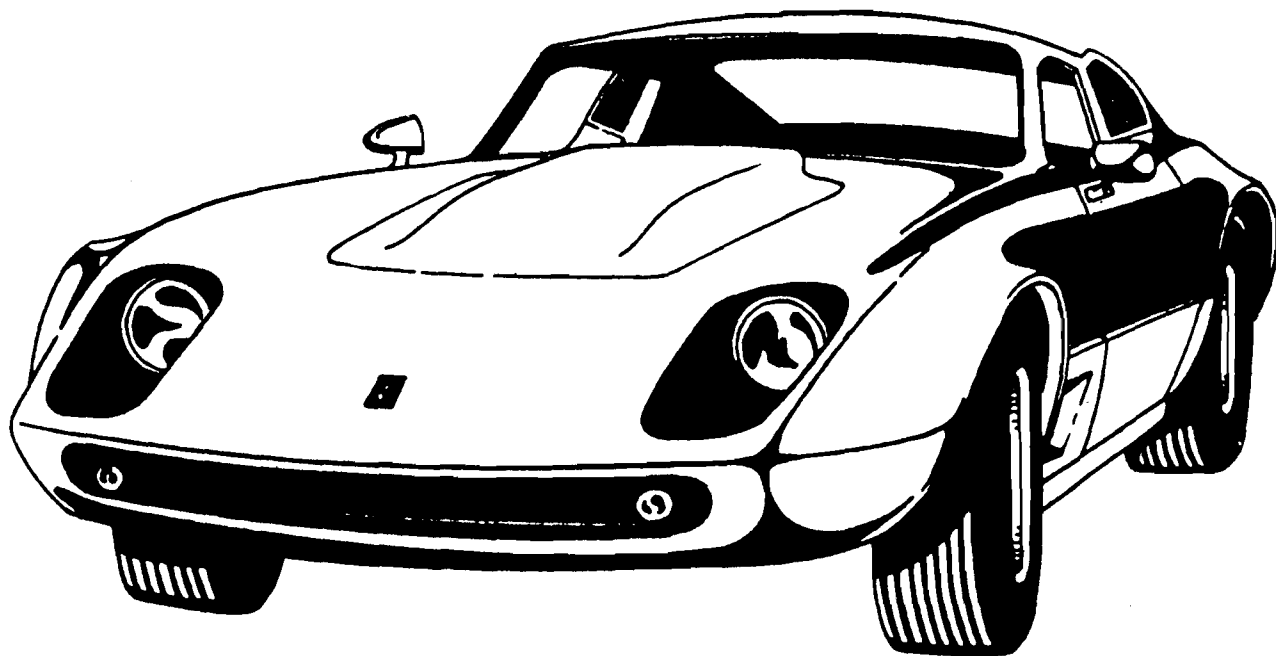




THE JAMAICAN

APPLICATION: V-8
VW

Body Assembly Manual



FIBERFAB INC.

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World's Oldest and Largest Manufacturer of Fiberglass Sports Cars

INTRODUCTION TO FIBERFAB'S JAMAICAN V8 and VW BODY KITS:

Early in 1968, the JAMAICAN body style was introduced as a completely new model to supplement the famous Valkyrie and Avenger line.

The original JAMAICAN was designed as a direct replacement body for several popular front-engined sports cars, e.g. Austin-Healey, Triumph and MGA. These replacement bodies are still currently in production.

Following the JAMAICAN's introduction, Fiberfab's engineering staff was deluged with questions concerning the use of V8 engines in the JAMAICAN body style. To answer these questions, several installations were designed and tested, e.g. the JAMAICAN/MGA/Buick V8 unit road tested by ROAD & TRACK magazine, March 1969.

Based on the interest shown in and performance of the hybrid V8's, Fiberfab's engineers decided to build a "pure bred" JAMAICAN V8. At the outset, the project seemed simple - - just build a frame to accept a V8 engine and that fits under a JAMAICAN body. However, the JAMAICAN body was designed for a relatively short-wheelbase, narrow-track chassis. A no-compromise V8 chassis would be too long and too wide for the existing body - thus started a six month development of a brand new, wider, tougher-looking JAMAICAN V8 body and high performance chassis to match.

Shortly after the introduction of the JAMAICAN V8 kit, requests for JAMAICAN adaptation to VW chassis started coming in. Seems as though people are never satisfied, so - - back to the drawing board.

An inner-liner was developed to use in the JAMAICAN V8 body, so that it could be utilized on the VW "Bug" chassis with only minor modifications. Since the wheelbase of the JAMAICAN V8 and VW chassis are equal, the adaptation was ideal.

Current production of the JAMAICAN series now includes the JAMAICAN V8 body and frame kit; an identical JAMAICAN VW body kits; similar body styles for the TR3, TR4, TR250, Austin-Healey 3000 and MGA chassis.

A NOTE OF INTEREST: A Japanese import appeared on the American market in 1970. An immediate hit with the American people, the import bore a remarkable resemblance to our JAMAICAN series. Not surprising though, since it has been reported that a Fiberfab JAMAICAN V8 was in the possession of the American importer of this car, some 18 months before the imported two seater appeared on the American market.

FUTURE PLANS call for the development and introduction of JAMAICAN II; a body and frame kit using the JAMAICAN V8/VW body styling and a new frame, utilizing complete Pinto drive-train components, rack and pinion steering and all. An excellent "ECONOMY" car.

THANK YOU FOR YOUR INTEREST IN OUR PRODUCTS!!

The management
FIBERFAB, Inc.

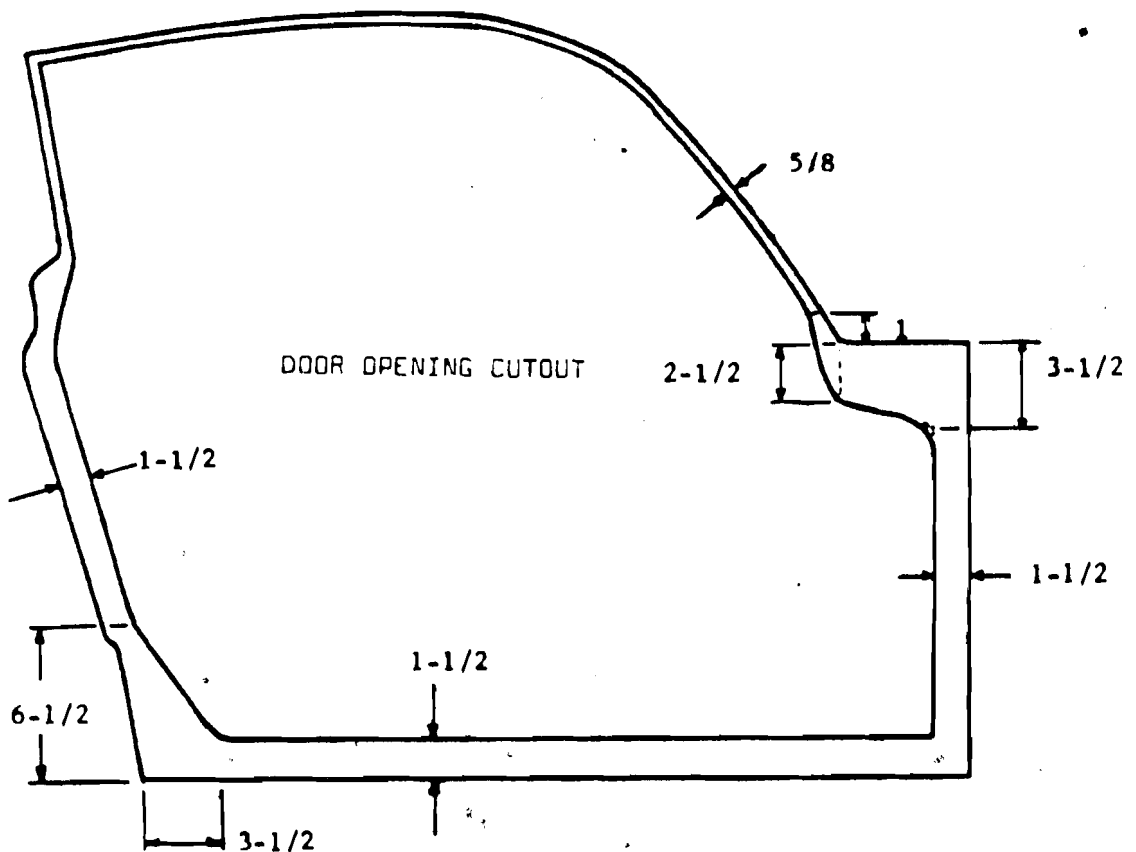
Prior to mounting the main body section to the chassis/frame, cut out door openings, as well as front and rear glass openings, as follows:

Cut all openings with sabre saw: 1. Using windshield glass a template, place glass in recessed area, center from top to bottom and side to side, using small blocks of wood at the bottom of glass to hold up in place.

Scribe or mark outline of glass and remove. Mark an additional line $1/2"$ to $5/8"$ inside the outline of the glass. Cut on inner marking, leaving a lip on which glass will rest later when installed with BUTYL TAPE (available from all local glass installers).

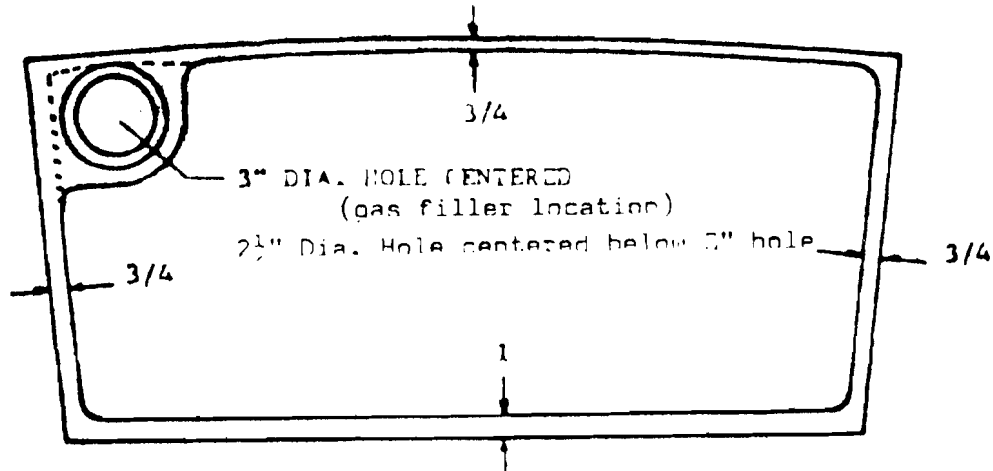
2. Place rear glass in recessed area so that gap between glass and edge of body are equal all round. Mark body along edge of glass and remove glass.
 - a. If using Porsche rear window "H" rubber to install glass, cut on mark.
 - b. If installing with butyl tape (as with windshield method) mark as section line inside and follow instructions as above for windshield cutout.
 - c. If undecided at this time, cut as for windshield type installation, as more can be cut later, prior to installation.
3. Cut out door openings. Mark openings as shown below and cut. Follow dimensions given or cut hole smaller as more can be cut when installing doors.

REMEMBER: When making any cuts in the body, you can always cut more, but once you have cut too much, it is difficult to repair.



Cut out trunk opening (VW engine access, if being mounting to VW chassis) as per below:

Note: Cut on dotted line for VW chassis installation or if you do not desire to use this as you gas tank filler location.



The main body can now be bolted to the frame or VW floorpan.

If installing on the VW floorpan, use the rubber gasket (VW item) between the pan and the fiberglass body.

If installing on a frame, cut $\frac{1}{2}$ "x3" strips of rubber and glue to the top edge of the frame where body will rest.

Bolt body to VW floorpan: screw body to frame with heavy sheet-metal screws. ALWAYS use large flat washers between mounting flange (fiberglass) and heads of bolts or screws

DOORS, mounting and assembly:

Hardware: Hinges (4) for Ford 65-66-67 Mustang C5ZZ6522800B
801B
810B
811B

Latches (2) GM '65 thru '67 2-door sedan
Striker studs (2) GM '65 thru '67 2-door sedan

Window glass (pair)
Window riser "
Window tracks and guides (pair)
Window channel
Weatherstrip-door glass
Window channel rubber
Extrusion (metal)
Weatherstrip (rubber extrusion)
Handles, locks, misc.

VW Karmann Ghia COUPE

1961 thru 1971

Miscellaneous size nuts, bolts, washers.

Trim the doors as per fig. 9-1. Sand edges and fill any gap left between the inner panel and door skin with Bondo type filler.

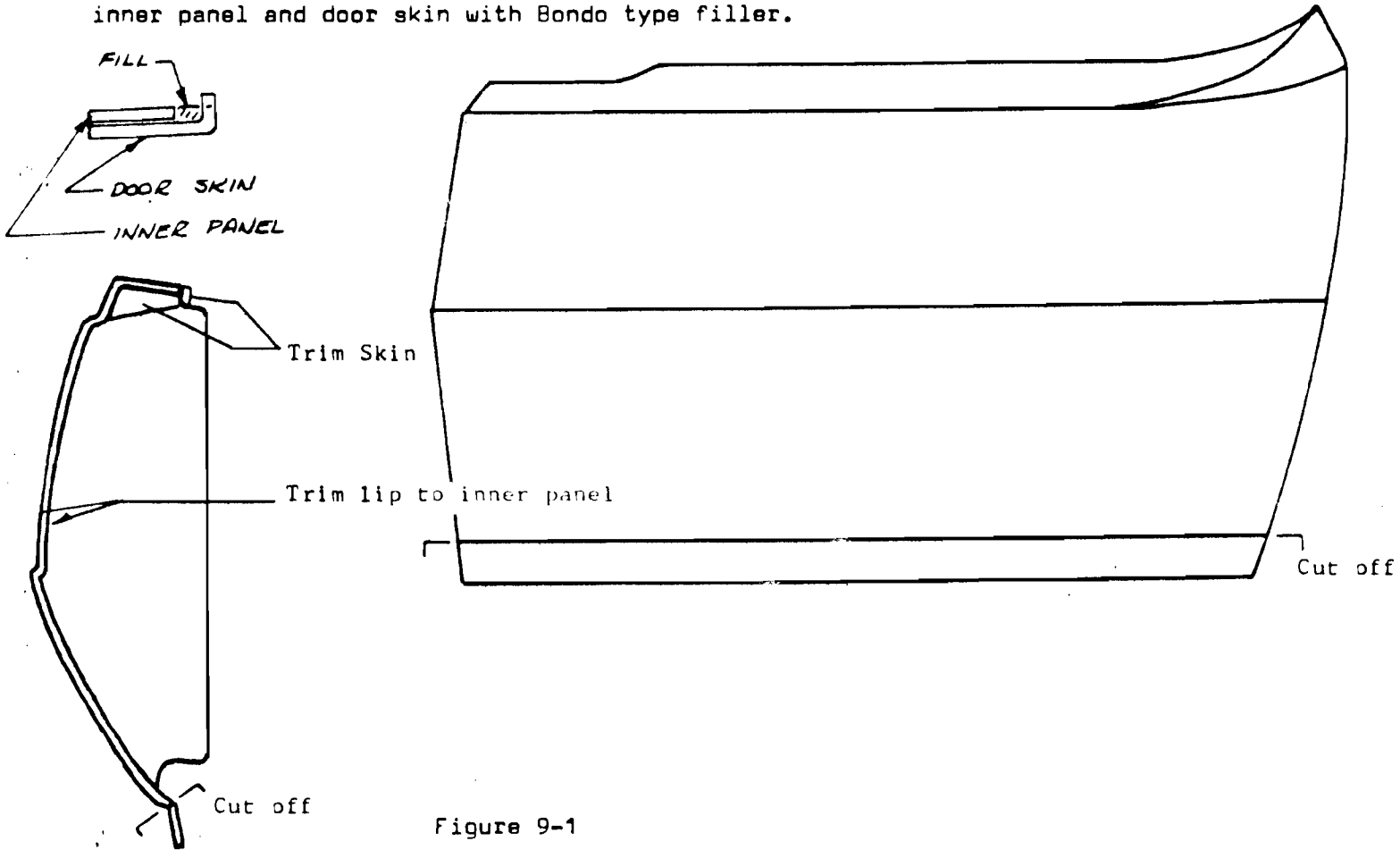
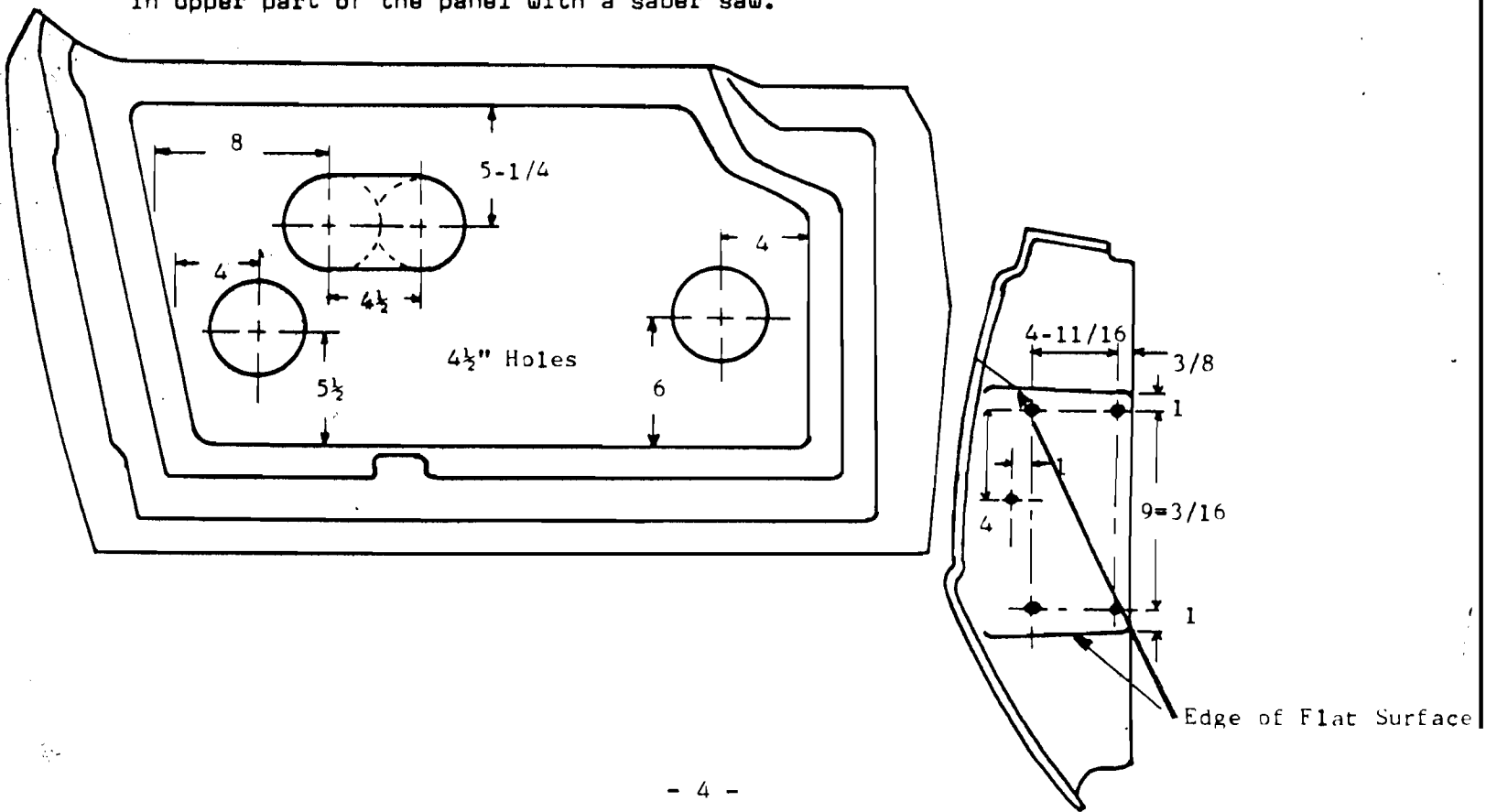


Figure 9-1

Lay out the access hole centers on the door liners as per fig. 9-2. Using a 4½" hole saw or adjustable cutter, cut out holes. Complete the oblong hole in upper part of the panel with a saber saw.



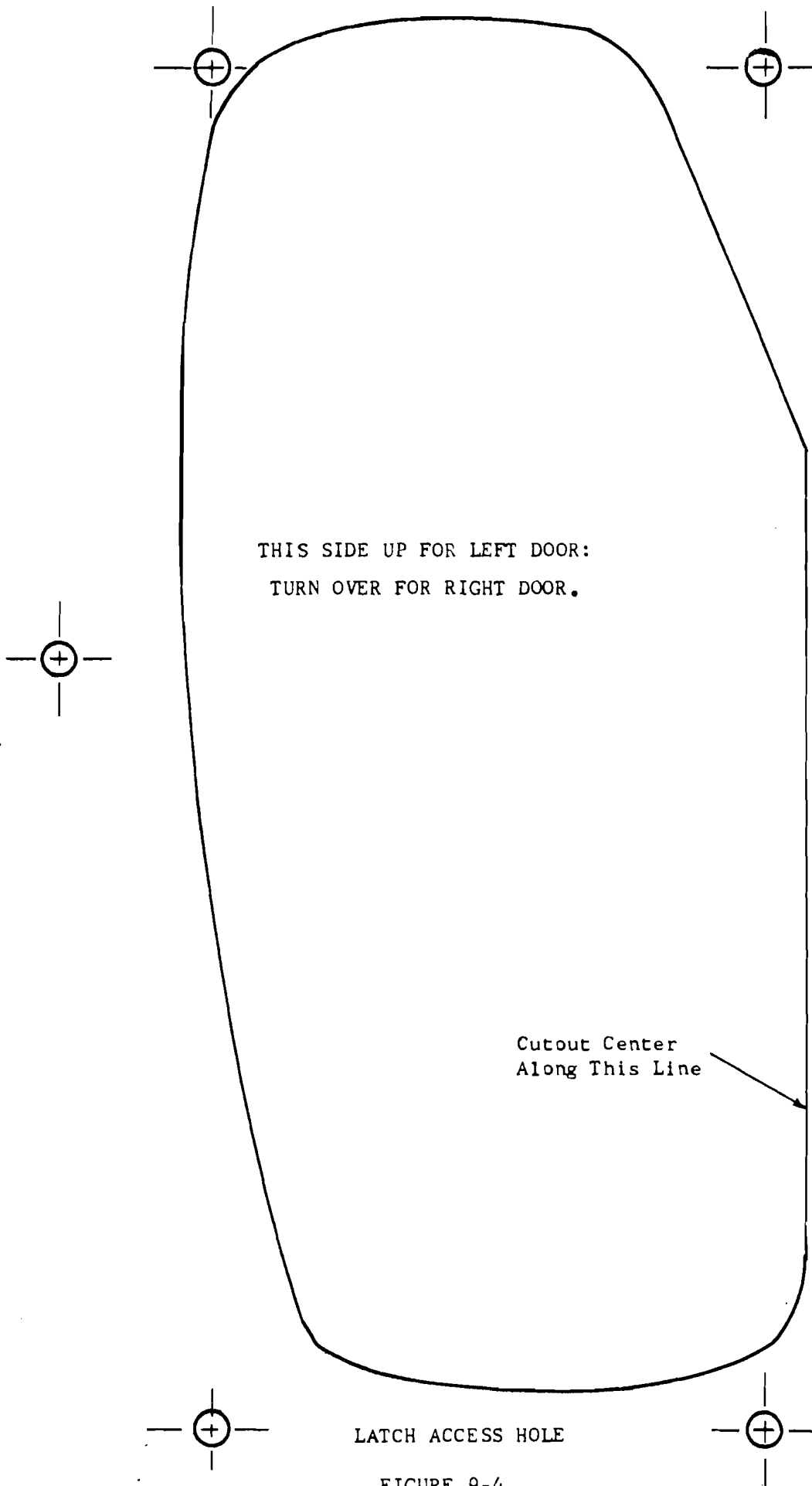
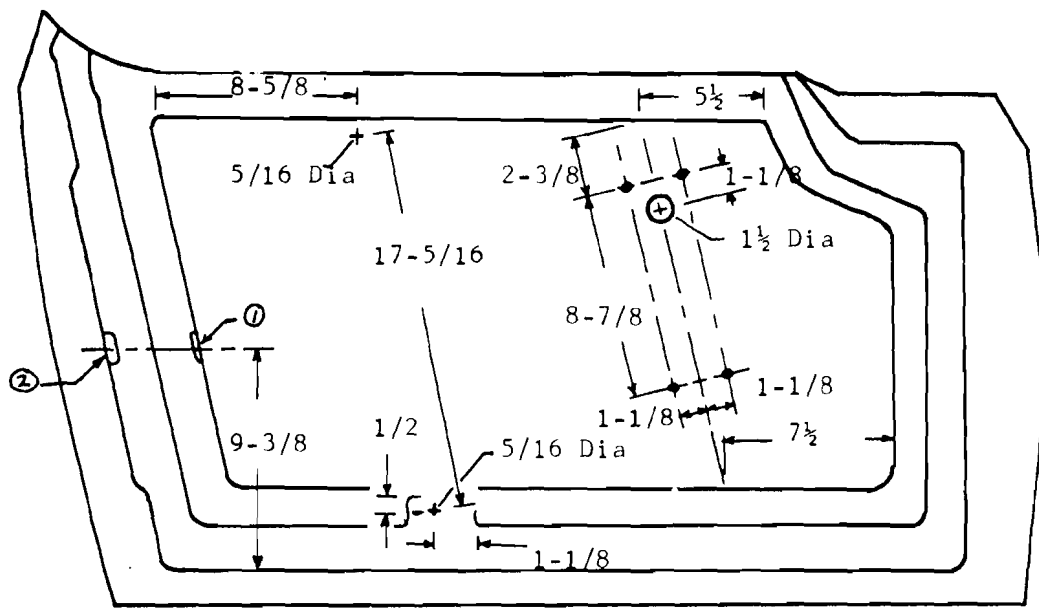


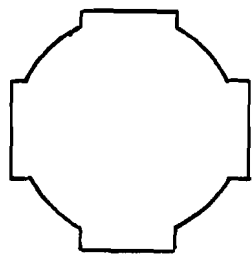
FIGURE 9-4



- ① Door Strap Slot -- $1\frac{1}{2}$ " Long by $5/8$ " High
- ② Striker Stud Cutout -- $1\frac{3}{8}$ " Long by $3/4$ " Wide

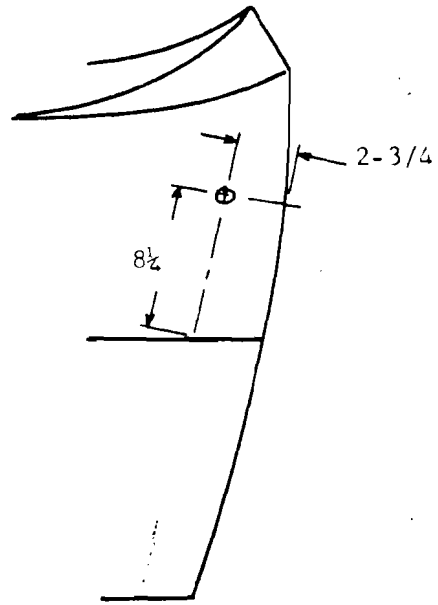
WINDOW MECHANISMS MOUNTING HOLES

FIGURE 9-5



PUSHBUTTON CUTOUT
TEMPLATE

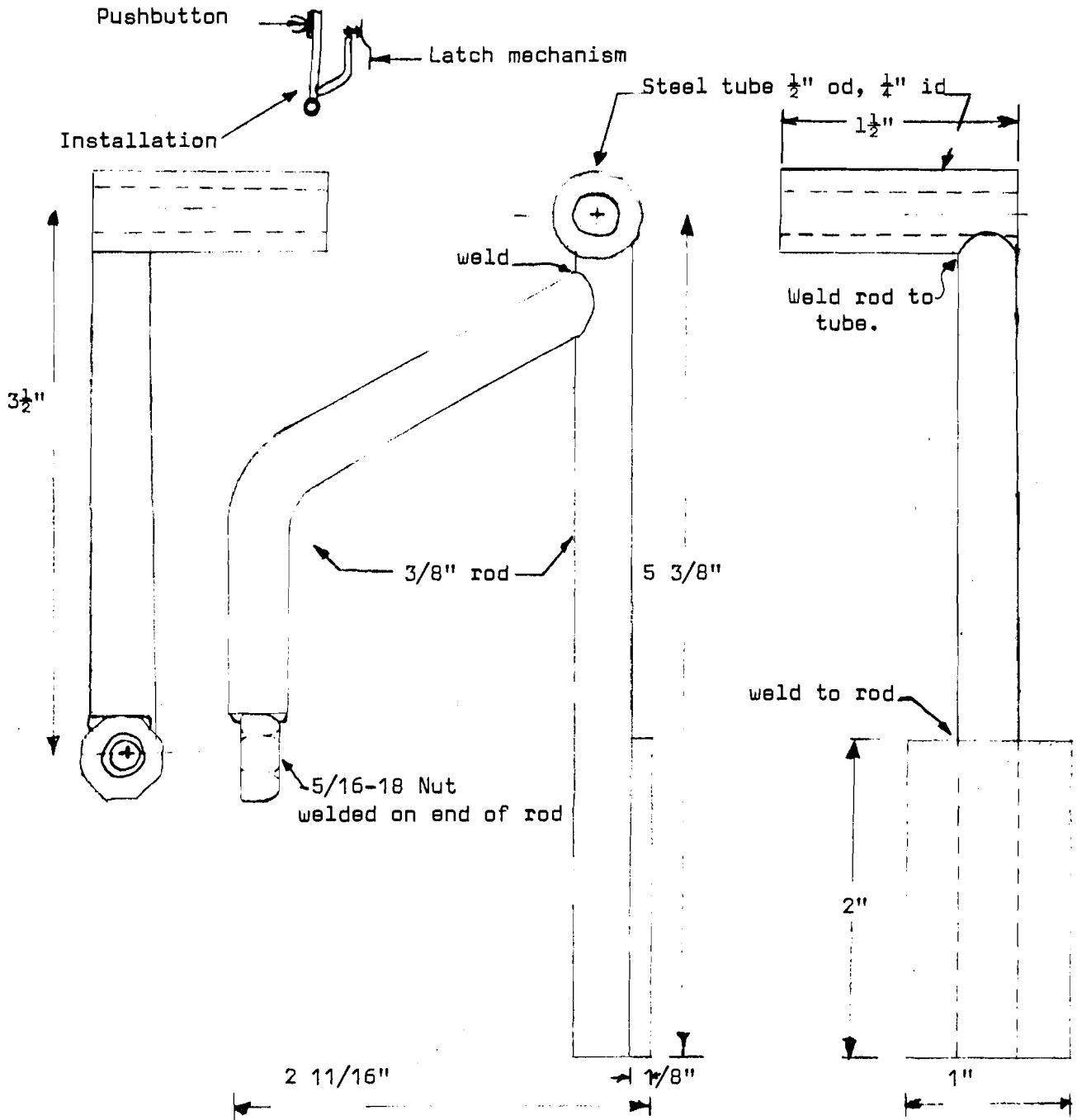
FIGURE 9-7



PUSHBUTTON HOLE LOCATION

FIGURE 9-6

NOTE: This figure shows the driver's door latch arm.
 Passenger's door latch arm is the mirror image.



LATCH ARM

Figure 9-9

Cut door latch holes: Lay out the five holes in the rear face of each door as specified in fig. 9-3 and drill with $\frac{1}{4}$ " bit.

Now take template, fig. 9-4 and cut out the five locating holes and the center as illustrated. Align template on the door using the five holes for location and scribe the center cut-out - - cut out the latch holes with a sabre saw.

Lay out the striker stud cut-out and door strap holes as per fig. 9-5 and cut-out.

Cut holes for push buttons (obtain buttons from Chrysler product truck lid, early 50's) as per fig. 9-6. Next, cut out the template, fig. 9-7, locate on door and scribe. Cut out the round portion of the shape and file out remainder.

Note: If you are going to use handles in lieu of the buttons, the hole will be in the same location but of a different shape.

Drill holes to locate window mechanisms, fig. 9-5

Fabricate latch plate (2) as per fig. 9-8. Use 14 gauge steel plate or $\frac{1}{16}$ " approximately.

Bolt latches to plates. Be sure the notch in the plate lines up with the striker stud catch in the latch.

Now, bolt plate (with latch) to the doors.

Fabricate latch arms as per fig. 9-9. These arms are required to transmit the push button action to the latch mechanism.

Install in the door using $\frac{1}{4}$ "-20x2" oval head bolt through the remaining hole next to the latch plate, mounting the arm on the bolt (inside the door) as per fig. 9-9. Secure with $\frac{1}{4}$ -20 self lock nut. Do not over-tighten so that the arm is no longer free to rotate.

Install push button assemblies as per fig. 9-10. This step may be postponed until after paintint, if you wish.

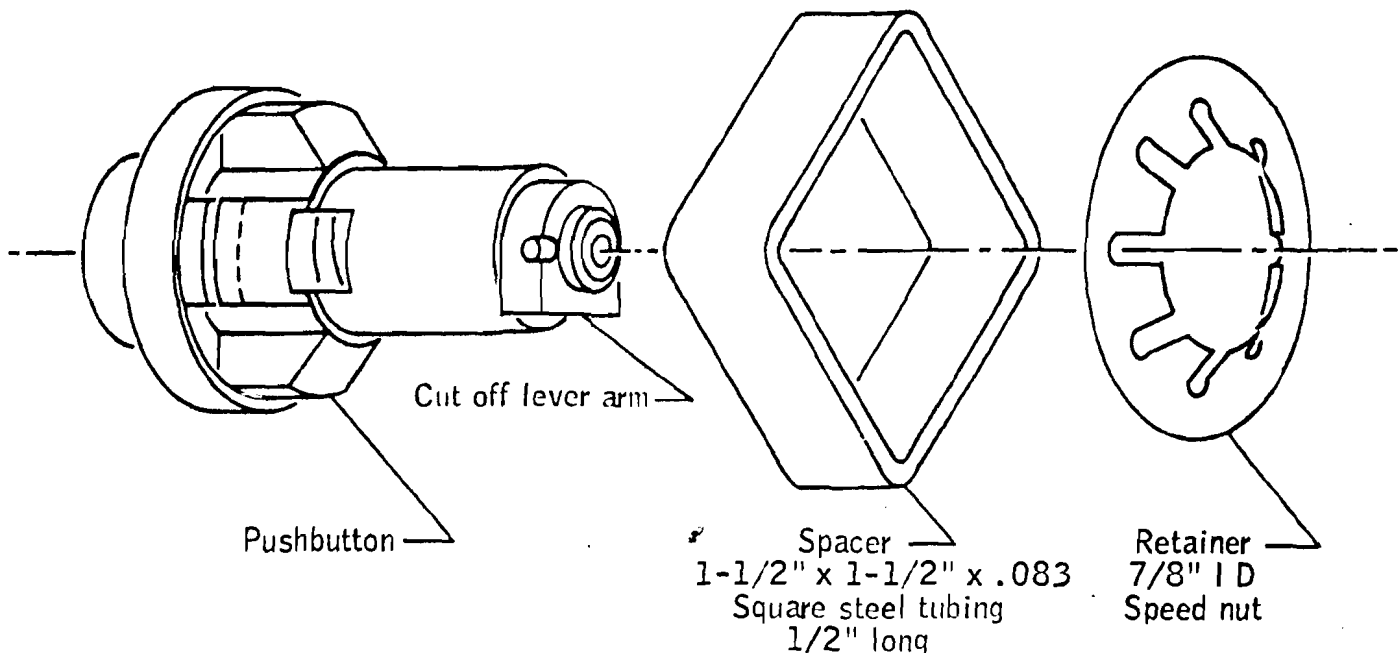
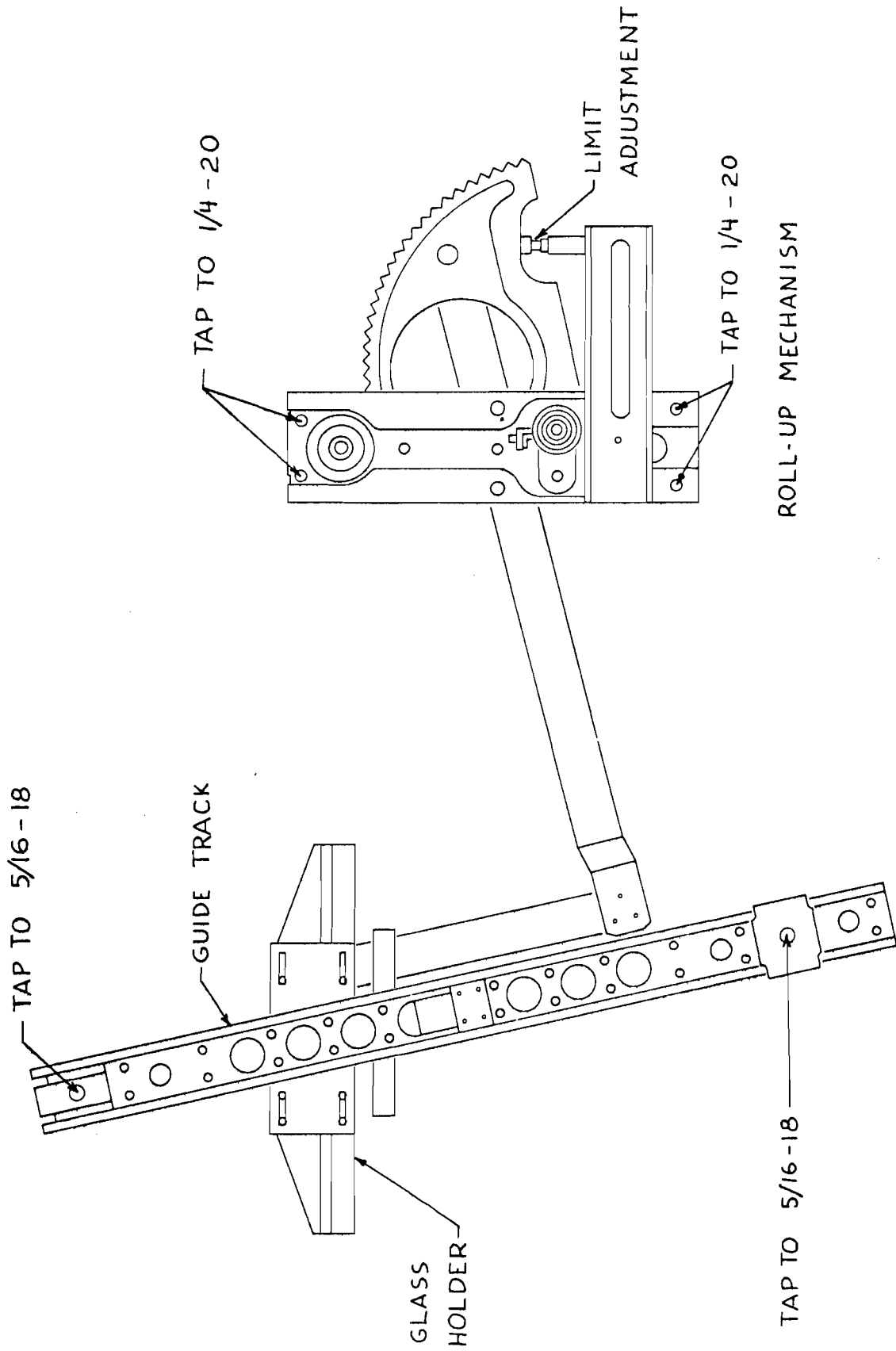


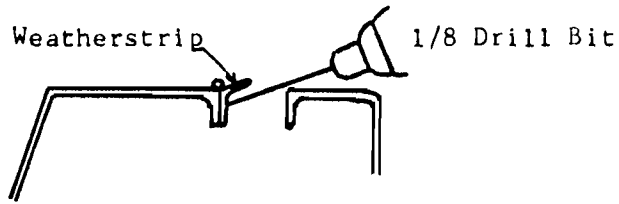
Figure 9-10



WINDOW MECHANISM

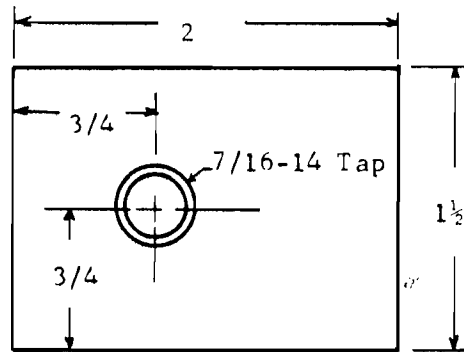
FIGURE 9-11

Install window mechanism referring to above fig.; tap four holes in each regulator to $\frac{1}{4}$ "-20. Next insert a regulator in each door through the elongated hole in the door liner. Be sure you have the left regulator in the left door, etc.



DOOR SLOT WEATHERSTRIP

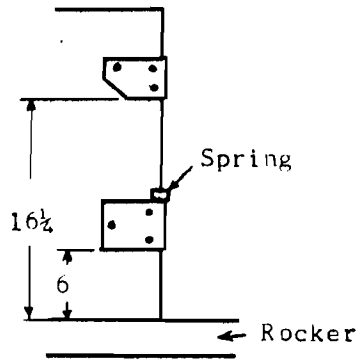
FIGURE 9-14



1/4" Steel Strap

STRIKER STUD AND DOOR HINGE
NUT PLATES (12 EACH)

FIGURE 9-13



DOOR HINGE LOCATION

FIGURE 9-12

C. Insert 1/4"-20 x 1" oval head THP bolts in each of the four 1/4" regulator mounting holes in the door liners. Place five 1/4" flat washers on each of these bolts (inside the door) and bolt up the regulators.

D. Again, referring to Figure 9-11, tap the two holes in each guide/track to 5/16"-18.

E. Insert a guide/track in each door, again making sure to have the left guide/track in the left door.

F. Place a 5/16" flat washer on a 5/16"-18 x 1" oval head THP bolt, insert in the upper guide/track mounting hole in the door liner, and engage threads (run bolt in guide/track a few turns).

G.⁵ Next, place a 5/16" flat washer on a 5/16"-18 x 2-1/2" hex head bolt and insert in the lower guide/track mounting hole in the door liner. If this bolt is not threaded all the way to the head, you will have to place 5/16" flat washers on the bolt so that a nut can be run down and tightened securely to the liner. In either case, with at least one flat washer on, thread a 5/16"-18 nut on the bolt. Do not tighten. Now start the bolt in the lower threaded hole in the guide/track.

STEP TWELVE: Hang the Doors

A. Set the doors in place in the body, paying particular attention to fit and gap between door and body. It may be necessary to make some minor changes in the door edge, e.g., rounding off the lower rear corner. When satisfied with the fit, tape in place with several layers of masking tape.

B. Measure up from the top edge of the rocker panel (lower edge of the door) 6" and 16-1/4" on the body, just ahead of the front face of the door. These two points mark the lower edges of the two hinges.

C. Now place the hinges (see Figure 9-12) in position and mark the holes on both the door and body.

D. Drill the holes, marked in the above step, in the body, using a 3/8" drill bit. Remember, you are drilling through two walls of the steel tube bonded to the inside of the body.

E. Drill out the holes in the door with 7/16" drill bit.

F. Bolt up the hinges to the door using 7/16"-14 x 1-1/2" hex head bolts and 7/16"-14 tapped nut plates. See Figure 9-13 for nut plate dimensions.

G. Bolt up the hinges (and door) to the body using 3/8"-16 x 3-1/2" hex head bolts, flat washers, lock washers and nuts.

STEP THIRTEEN: Install the Door Slot Weatherstrip

A. Take 3 ft. of the outside weatherstrip (rubber lip type) and snip one end of the mounting flange every 1/2" for about 6 inches along the strip. Now bend very carefully to match the contour of the rear of the slot in the top of the door. Position the strip in the slot and mark at the front end of the slot. Cut off the excess weatherstrip.

B. Fasten weatherstrip to outside edge of door slot flange with 1/8" x 1/2" non rivets every 4" along the strip. See Figure 9-14.

C. Perform the same operation described above in A. using the inside weatherstrip (felt) on the inside edge of the slot.

D. Fasten the felt weatherstrip to the inside door slot flange with contact cement.

STEP FOURTEEN: Install the Door Windows

A. Mount a rubber grommet and glass holder on each window, being careful to align the holes. The nuts on the glass holders should be on the concave side (inside) of the glass.

B. Insert the glass (concave side of the glass to the inside of the car) through the window slot.

C. Bolt glass holder to guide/track using two 1/4"-20 x 1" hex head bolts, flat washers, lock washers and Teflon nuts in the top holes and two 6mm x 10mm bolts, flat washers and lock washers in the bottom holes. Do not tighten.

STEP FIFTEEN: Align the Doors

A. The additional weight of the glass in the doors may cause a requirement for the re-alignment of the doors on their hinges. If this be the case, you will have to determine in which direction the hinges will have to be moved, remove the hinges, and elongate the appropriate holes in the correct direction.

STEP SIXTEEN: Install Striker Studs

A. Place a piece of crayon, marking pen or pencil in the striker stud socket in the latch mechanism. Now close the door carefully, adjusting the marker so that it scribes the mating surface of the body. The end of this scribe line locates the striker stud.

B. Drill a 7/16" hole at the location identified above and insert a striker stud. Fasten with a 7/16"-14 tapped striker stud nut plate.

STEP SEVENTEEN: Align the Glass

A. With the door closed, adjust the window height and fore and aft position (utilizing the window crank and the slots in the glass holder/guide) for an evenly distributed gap of 3/4" ($\pm 1/8"$) between the edge of the glass and the window opening in the body. When this alignment is satisfactory, tighten the glass holder bolts and adjust the limit adjustment bolt (Figure 9-11) and lock down with the lock nut.

