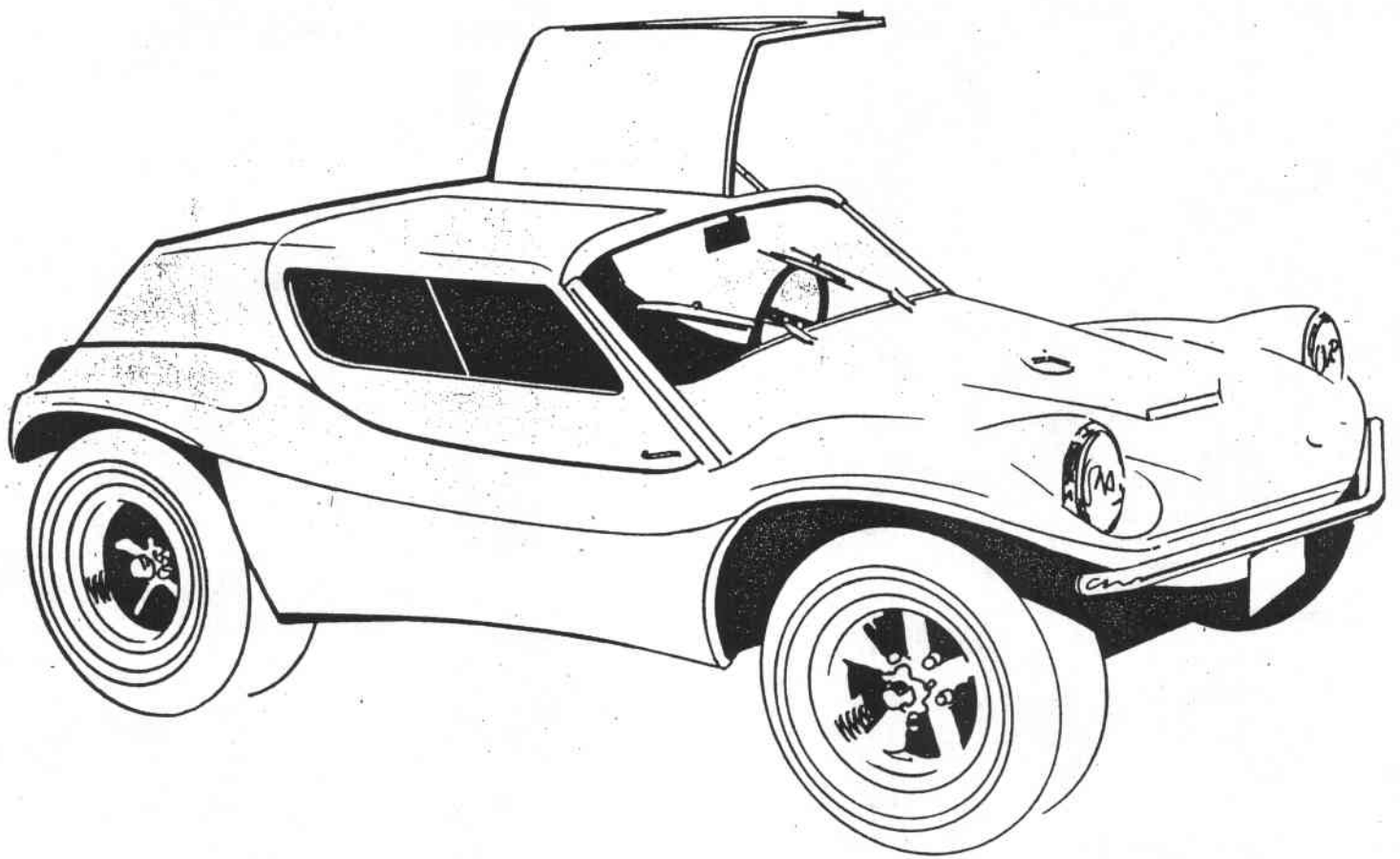


DESERTER GT





DESERTER GT ASSEMBLY MANUAL

NOTE: READ THIS MANUAL THROUGH CAREFULLY BEFORE BEGINNING THE ASSEMBLY PROCESS.

I. GENERAL INSTRUCTIONS

A. About This Manual

Autodynamics has taken every step to insure that the parts, kits and accessories we supply are of the highest quality available. If your Deserter is to have this same high standard of quality, it must be constructed carefully. This requires more patience and thoughtful work habits than experience or skill. Allow yourself plenty of time to do each job and re-read the appropriate section of the manual. This will tell what tools and materials are required so that they can be obtained before-hand.

In addition to this manual you will need a service manual for the Volkswagen* model you are using for the chassis. These are available from Autodynamics and most Deserter dealers. We can also supply books and manuals for special applications such as preparation for off-road vehicles, engine modifications, etc.

While building your Deserter, keep all appropriate manuals handy to avoid needless work redoing things. If further explanations or instructions are required, call Autodynamics or your local Deserter dealer. We are always happy to help. When required, instructions are also provided with our accessory kits, tops, etc. These may be purchased separately before ordering the parts. The price of the instructions will be credited upon subsequent purchase of parts.

Instructions, manuals, etc., may not be returned for refund or credit.

B. General Work Procedures

As parts are procured for your Deserter, whether new or used, they should be thoroughly cleaned and inspected.

Inspect all work thoroughly before you consider it completed. It is a good idea to have someone else inspect a job, or to recheck it yourself in a day or two. Inspection requirements are included in each section of this manual.

It is advisable to take each VW sub-assembly apart (front end, brakes, steering, etc.) clean, inspect and repaint parts - order replacement parts or overhaul kits as required at this time. Then proceed with the next step while awaiting parts.

* The terms Volkswagen and VW are used only to identify parts and parts applicability. They do not indicate any approval or other involvement by Volkswagen of America or any other manufacturer or agent in this country or abroad.



- C. The terms left and right and front and rear in this manual refer to those directions as seen from the normal driver's position.
- D. In some sections (like wiring, fuel tank installation, etc) two or more optional ways of assembly are offered. Use the one that satisfies your taste and budget. Autodynamics or your local Deserter dealer can offer many optional suggestions if you have special requirements.
- E. Whenever bolting or riveting anything to a fiberglass part (body, hood, side panel, etc) use a large washer from the hardware kit. If space is limited, cut an edge off the washer to fit or make a "back-up" plate of a shape that will fit. Always spread out loads over as much surface area as is possible.
- F. As you disassemble your VW keep all the parts and hardware for each sub-assembly in an appropriate container and label it. This will save you a lot of time and searching for clips, screws, brackets and other small components when assembling your Deserter.

II. SELECTING A CHASSIS

A. Inspection of Chassis Prior to Purchase

We recommend using a 1962 or newer VW chassis for Deserter cars. These models have the best components for durability and performance. It is often less expensive to buy a late model chassis which will require little or no repair than to falsely economize by buying an early model that requires a lot of work.

- B. To decide if a given chassis is worthwhile it is best to buy a running VW wreck that can be driven, that's the best test. When this is not possible, inspection should be accomplished by a mechanic or knowledgeable VW enthusiast.
- C. When selecting a chassis, inspect it thoroughly for rust. Body rust can be ignored, but floorpans with anything more than light surface rust should not be used. The following is a check list of major components you should and test, if possible, before buying a chassis or wrecked VW.

<u>Component</u>	<u>Inspect For:</u>
1. Floorpan	Rust, bends, cracks, evidence of serious collision damage.
2. Front End	Rust, bent parts, cracks, excess wear.
3. Suspension-Front & Rear	Broken torsion bars, bent trailing arms, worn shocks, evidence of proper lubrication. Wheel Bearing play.
4. Transaxle	Smooth shifting, noises, metal in oil, leaks.
5. Engine	Compression test, noises, oil leaks, metal in oil, parts intact, oil in tail pipe or blue/gray thick exhaust (oil smoke). General running



6. Brakes

condition.

Lining material, worn drums, loud noises, pulling or shudder. Leaks.

D. In addition, the following components should be intact and undamaged, unless you plan to use accessories or other parts in their place:

Fuel Tank, Sending Unit & Gauge
 Wiring Harness & Fuse Box
 Wipers
 Switches
 Speedometer
 Lights
 Front Seats (or at least frames)
 Battery
 Pedal Assembly
 Handbrake
 Heater Controls & Heater Boxes
 Horn
 Steering Wheel & Steering Linkages
 Floor Mats

E. Additional VW components you may choose to install may also be inspected at this time:

Windshield Washers
 Radio
 Wheels & Tires (hub caps)
 Mirrors
 Other Accessories & Options

F. It is wise to approximate repair costs for any malfunctions you may find and add this cost to the chassis price. This procedure allows more direct comparison to a chassis in different condition.

G. Deserter bodies manufactured after January, 1972 will fit VW chassis through 1972. Earlier bodies require minor modification to battery boxes to fit late model VWs with independent rear suspension. (Automatic '68 and on, Standards '69 and on). If you have an early body and wish to install it on an IRS chassis, send for special instructions.

H. In general, condition of the chassis is more important than year of manufacture. 1962 to 1965 chassis are virtually identical and have the makings of a fine Deserter. 1966 cars increased engine size from 1200 cc and 40 h.p. to 1300 cc and 50 h.p. 1967 cars increased to 1500 cc and 53 h.p. and constitute a "vintage" year for the VW. A good 1967 chassis is a real find. IRS late model VWs (see paragraph G) handle exceptionally well and have 1600 cc engines.

The Deserter is not compatible with the Super Beetle without extensive modification.



III. PREPARING THE CHASSIS

A. Removing the Body

1. Remove fuel tank.
 - a. Pry the cap off the gas gauge sender unit in the center of the tank ('62 and later).
 - b. Loosen the gas tank by loosening the four bolts and square washer.
 - c. Unhook the gauge wire, lift the tank a little, and pull the fuel line off at the bottom.
 - d. Remove the tank.
2. Remove two bolts which hold the body to the front axle tubes.
3. Disconnect the steering shaft from the universal coupling above the steering box.
4. Remove wires from stop light switch on brake master cylinder.
5. Drain the brake fluid reservoir by disconnecting the feed pipe to the master cylinder. (It just pulls out of the sealing rubber grommet).
6. Disconnect the wire to the turn signal indicator light on the speedometer housing.
7. Remove the U-shaped bracket which fixes the steering column to the underside of the dash.
8. Remove the steering wheel, column and shaft as an assembly (without further dismantling).
9. Remove the steering column sealing grommet from the firewall - (used on Deserter)
10. Release snap ring and pull speedometer cable out of front spindle.

NOTE: Regardless of which of the following (or other) wiring options you choose, it is prudent to take your VW manual in hand and locate the appropriate diagram for your car. Follow the circuits and familiarize yourself with the way a standard VW is wired.

Note that on many components the "second wire" of the circuit, or ground wire, is the bodywork or chassis. With a fiberglass car only the chassis can be so used, which necessitates running ground wires to a chassis ground from components mounted on the body.

Further familiarize yourself with those components which you will re-wire on your Deserter and take notes on the hook-ups of at least the following circuits:

Ignition Primary & Electric Choke
 Generator and Regulator
 Lighting (including directionals)
 Indicator Lights for Generator, Oil, Flasher
 Fuse Box - and fuse ratings for each circuit
 Horn
 Wipers

11. If you intend to use the wiring harness from this VW, disconnect it now - trace it around the car diagram in hand - and mark every wire with an identification tag to simplify re-installation.
 When a Deserter wiring harness is to be used, cut the old harness where it appears near the fusebox and switches.
12. Remove front seats by sliding them forward off the seat rails and unhooking the spring underneath the seats. (Deserters use these same springs and rails, usually cut-down and bolted to fiberglass bucket seats. Several styles are available.).
13. Remove the rear seat cushions.