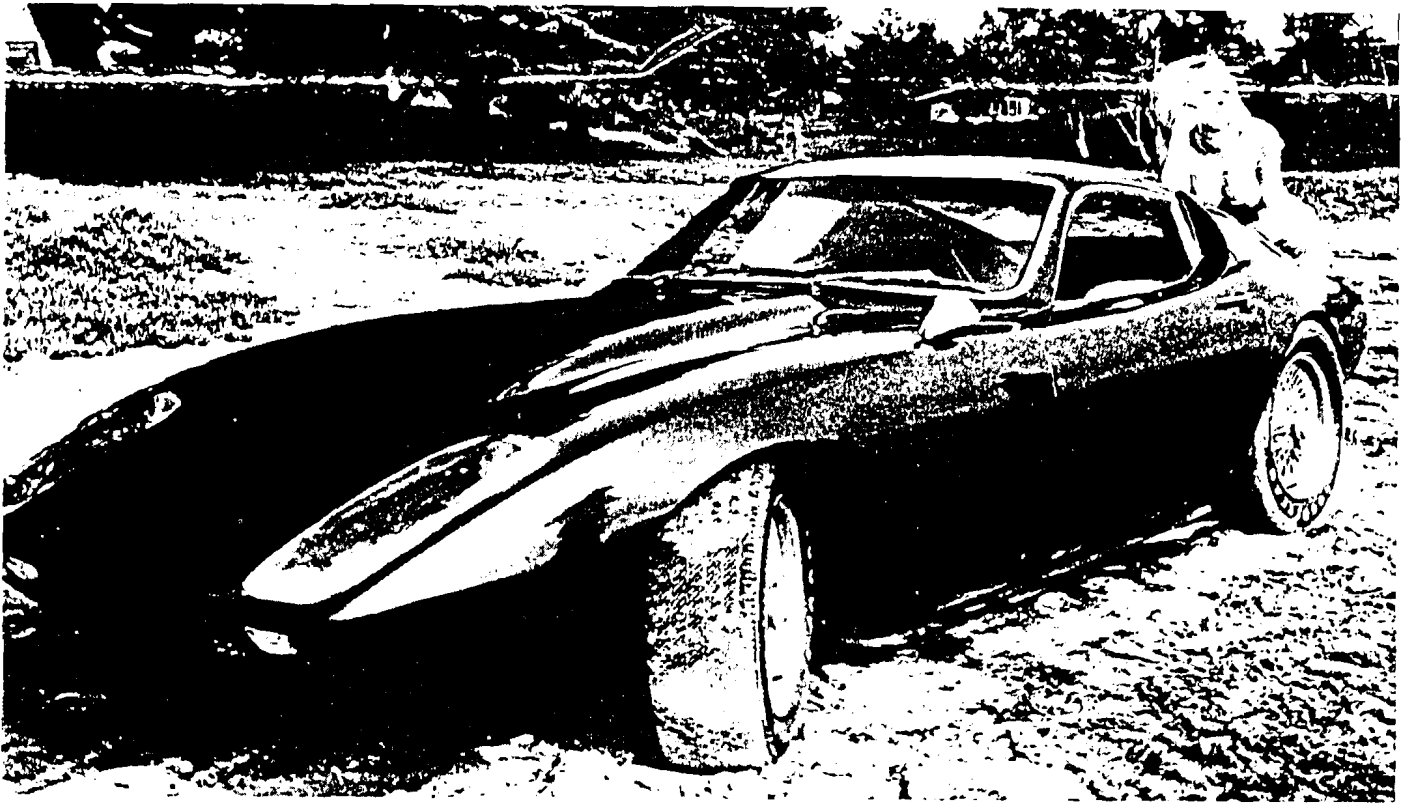


# THE JAMAICAN



The JAMAICAN is Fiberfab's newest entry in the field of ultra-modern automotive body design. The JAMAICAN is designed to capture in fiberglass the very latest trends in sports and GT Styling — smoother lines; uncluttered, graceful contours; all combined with the look of power.

The JAMAICAN is suitable for use on a number of readily available sports car chassis. The use of the existing metal inner and floor panels of the various chassis, coupled with the built-in paneling of the JAMAICAN body, provides easy installation on the MGA, Austin Healey 4, Austin Healey 6, Triumph TR-3, TR-4 and VW.

The JAMAICAN GT coupe styling crafted in fiberglass gives it tremendous advantages over the

aged rusted-out, leaky bodies it is designed to replace. Comfortable and weathertight, the JAMAICAN is rust and corrosion proof making it a practical as well as a beautiful conversion.

Not only does the design of the JAMAICAN incorporate the ultimate in styling and utmost in comfort it also gives considerable attention to driver safety — all the JAMAICAN window openings are designed to accept readily available automotive safety glass, including roll up side windows, provision for integral roll bar\*, reinforced windshield opening.

\*Optional—at extra cost.

**FIBERFAB**

2365 LAFAYETTE  
SANTA CLARA, CALIF. 95050



Here are your Jamaican Mounting Instructions. They include all the drawings, parts lists, etc. you will require to complete your car. However, before you peruse the plans let's consider the tools you'll need and a few sources of chassis.

All of our factory cars, like the ones shown in these instructions, are built using no more than the ordinary home workshop inventory of tools. We recommend, as a minimum "Jamaican Workshop", the following:

1. 1/4" electric drill
2. 1/8", 1/4", 3/8" (with 1/4" shank) drill bits
3. One set of woodworking hole saws
4. Keyhole saw or electric saber saw
5. Medium blade standard and phillips screwdriver
6. 3/8", 1/2", 9/16" sockets, wrenches, etc.
7. Straight edge
8. Steel tape
9. Assorted rasps

With regards to the procurement of a chassis -- if you're not already driving it --

We have found the auto wrecking yards to be a good source of chassis--locally we have a directory called a PARTS LOCATOR which lists the various years and makes available throughout our territory. You should check to see if an equivalent guide is available in your locale.



Another source is your insurance agent -- ask him to notify you if he processes any "total wreck" claims involving the chassis - type you're after. Finally, check the classified ads in your local papers under the "auto parts" headings -- many times a usable chassis is listed by an owner before he sells it to a dismantler.

Now on to the details.....

Note: These instructions represent the principal composition of the total Jamaican Mounting Instructions Package. Some very detailed material is withheld and will be sent with your body. In this manner we can always introduce up-to-minute changes into the instructions---changes which occur inevitably as a result of our continuing program of product refinement and improvement.

THE COST OF THESE INSTRUCTIONS  
WILL BE REFUNDED ON RECEIPT OF  
YOUR FIRST ORDER.



1. CHASSIS

Required:

Frame and suspension (incl. hubs)  
Engine (unless considering engine swap)  
Transmission, propellor shaft, rear axle  
Steering assembly, brake system  
Pedal Assembly, (clutch, brake, throttle)  
Some inner panelling (see figure 2)  
Gas tank, Trans. & shaft tunnel covers  
Floor boards (MGA), radiator

Desirable:

Original wiring  
Heater  
Instruments  
Wheels and tires

2. JAMAICAN DOOR HARDWARE

Door Hinges - two sets of hinges are required

Windows - left and right door windows

Regulator mechanisms

Weather stripping - one windlace kit

Window opening weather stripping  
Weatherstripping chrome trim  
Outside and inside wiper rubber

Outside wiper chrome trim

Door Latches - Option 1 (for handleless key  
only operation): DOOR LATCHES

Door lock cylinder  
Striker Studs

Door Latches - Option 2 (with handles)  
Use standard hardware: Latches, handles,  
and striker studs.

Ford CODB 642 2800A rt. tp.  
Ford CODB 642 2701A lf. tp.  
VW 143 845 201A & 202A  
(glass) 1960-63 Karmann Ghia  
(also 60-63 Karmann Ghia)  
551B, 552B, 571A, 565A  
VW 141 837 501B&502B  
Standard w/upholstery kit or is  
available from Fiberfab  
VW 143 845 211A & 212  
VW 143 853 337A & 338A  
Somaca B-605 (4ea.)  
(61-63 GM cars)  
VW 143 853 516A (2ea.)

Ford C45Z- 6321813-C  
Ford C45Z- 6321812-C  
Ford C50Z-6221984-A1  
Ford C20B-6220008  
Ford C20B-6220009

Karmann Ghia

3. WINDSHIELD

Safety Glass windshield (included  
with the Deluxe Kit)

Rubber Molding

Chrome Molding and retainor clips

1963-66 Corvette Stingray

Chev. 3844049  
Chev. 3841251 (1ea.)  
Chev. 3841255 (1ea.)  
Chev. 3859044 (2ea.)  
Chev. 3859045 (2ea.)  
Chev. 3843939 (20ea.)

4. REAR WINDOW

Safety Glass Windshield (included  
with the Deluxe Kit)

Rubber Molding

Chrome Molding

Porsche 901 545 101 20  
Porsche 912 Rear Window  
Porsche 901 545 911 20  
Porsche 901 545 912 20  
Porsche 912 Rear Window  
Porsche 644 541 921 06  
Porsche 912 Rear Window

## 5. HOOD

Headlights: high beam/low beam combination units (identified by 3-prong connector) with mounting brackets and chrome bulb retaining ring, such as the sealed beam units standard on Austin-Healey, MGA and TR.

Grill: Any grill of your choice fitting an opening measuring 7" x 44" overall. Suggested grill include egg-crate (Camaro), horizontal bar, and expanded metal (available at most hardware stores)

Park/turn indicator lights: select dual-element 12 v bulb units compatible with your grill selection. The lights standard on your chassis will probably suffice.

Hood Latch:

- Option 1: Side Mount
- Option 2: Center Mount

Triumph Spitfire  
Austin-Healey or MGA

## 6. OTHER BODY HARDWARE

Taillights: Any flat panel mounted tail light units of not more than 7" high or 8" wide may be utilized.

License plate light/bracket: Combination holder and light available at most auto supply stores.

Gas tank filler cap: Standard Austin-Healey, MGA or TR cap or chrome flip-top cap available from Fiberfab.

Austin-Healey, MGA, or TR

## 7. INSTRUMENTS

If the stock gauges are not functioning or are not available, Fiberfab can supply replacements out of the extensive Stewart-Warner line. The following items may be ordered from your local Stewart-Warner dealer or directly from us.....

	<u>STEWART-WARNER NO.</u>
Fuel level gauge	301-AW
Fuel level sender	385-C
Installation kit	366-LP
Water temperature gauge	311-CC
Temperature sender	362-CZ (1/8" P.T.)
	362-AN (1/4" P.T.)
	362-AJ (3/8" P.T.)
	362-AH (1/2" P.T.)
Oil pressure gauge	306-BB
Pressure sender	353-Z
Ammeter	690-J
Speedometer (160 MPH)	530-DH
Other Optional Instruments	
Oil temperature gauge	311-CF
Temperature sender	See Water Temperature
Tachometer	429370
Tachometer sender	429375 (6 cyl.)
	429377 (4 cyl.)



# FIBERFAB, INC

548 Baldwin Street  
Bridgeville, Pennsylvania 15017  
Phone 412 221-6200

## JAMAICAN SERIES PRICE LIST

### JAMAICAN SERIES BASIC BODY KITS:

EFFECTIVE 7/1/76

JAMAICAN I	BASIC BODY KITS FOR TR3, TR4, TR4A, TR6, TR250, MGA, AUSTIN HEALEY 3000.	\$1595.00
JAMAICAN II	BASIC BODY KIT FOR VW OR KARMANN GHIA.	\$1795.00
JAMAICAN II-V8	FRAME* AND BASIC BODY KIT FOR FRONT MOUNTED V8.	\$2700.00

\*THE JAMAICAN II-V8 FRAME KIT IS A SUPER SOPHISTICATED INDEPENDENT SUSPENSION AND POWER TRAIN. THE JAMAICAN II-V8 FRAME IS A LADDER FRAME CONSTRUCTED OF 5" X 2" X .120 STEEL TUBING, HELIARC WELDED TOGETHER IN A STABILIZING JIG. A SPECIAL FLOORPAN IN THE JAMAICAN II-V8 BODY LOCKS THE BODY IN PLACE ON THE FRAME. THE FRAME IS ENGINEERED TO ACCEPT A SMALL BLOCK CHEVY V8 FORWARD MOUNTED, COUPLED TO A COMPATIBLE STANDARD OR AUTOMATIC TRANSMISSION. THE FRONT SUSPENSION IS CORVAIR ('66 OR NEWER), THE THIRD MEMBER IS CORVETTE ('63 OR NEWER), AND THE REAR SUSPENSION IS CORVAIR ('66 OR NEWER). CORVAIR RECIRCULATING BALL TYPE OR PINTO RACK & PINION TYPE STEERING MAY BE USED. THE NEWEST JAMAICAN II-V8 KIT UTILIZES THE CAMARO FRONT SUBFRAME AND THE CHEVELLE REAR AXLE ASSEMBLY.

### JAMAICAN SERIES BASIC BODY KITS INCLUDE:

1. MAIN BODY WITH INNER PANELS.
2. FORWARD NOSE SECTION (ONE-PIECE TILT CONFIGURATION) FOR JAMAICAN I KITS ONLY. FORWARD NOSE SECTION AND SEPARATE HOOD FOR JAMAICAN II AND II-V8 KITS ONLY.
3. ENGINE ACCESS/TRUNK LID FOR JAMAICAN II AND II-V8 KITS ONLY.
4. ONE PAIR DOORS.
5. ONE PAIR FIBERGLASS GT SEAT SHELLS (NOT UPHOLSTERED). EASY RIDER SEAT SHELLS WITH HEADREST ARE OPTIONAL AND \$30.00 ADDITIONAL.
6. ONE DASH PIECE.
7. FRAME KIT FOR JAMAICAN II-V8 KIT ONLY.
8. ONE FIBERGLASS TRANSMISSION CONSOLE-COVER FOR JAMAICAN II-V8 KIT ONLY.
9. ASSEMBLY MANUAL. (MAY BE ORDERED IN ADVANCE FOR \$10.00.) SPECIFY CHASSIS.

### JAMAICAN SERIES OPTIONS:

VDO COCKPIT GAUGES 12 VOLT ONLY:	SPEEDOMETER	\$ 58.50
	TACHOMETER	58.50
	AMMETER	13.91
	FUEL GAUGE	20.26
	OIL TEMPERATURE GAUGE	22.80
	OIL TEMPERATURE SENDER	9.46
	VDO COCKPIT GAUGES FOR JAMAICAN II-V8 ONLY:	SPEEDOMETER
TACHOMETER		74.89
AMMETER		17.72
FUEL GAUGE		25.72
OIL PRESSURE GAUGE		21.53
OIL PRESSURE SENDER		18.99
WATER TEMPERATURE GAUGE		22.80
WATER TEMPERATURE SENDER	7.65	
INTERIOR UPHOLSTERY, BLACK ONLY.		250.00
GT SEAT COVERS, BLACK ONLY, PAIR.		89.95
EASY RIDER SEAT COVERS, BLACK ONLY, PAIR.		119.95

THE JAMAICAN SERIES BODY KITS ARE NOW OFFERED IN PRE-ASSEMBLED FORM. THE BODY IS TOTALLY ASSEMBLED. JUST MOUNT TO YOUR CHASSIS. COMPUTE FROM PRICE LIST ITEMS DES'RD.

ADD LABOR CHARGE OF \$1200.00 FOR JAMAICAN I AND II KITS, \$1500.00 FOR JAMAICAN II-V8 KIT.

MADE IN U.S.A.

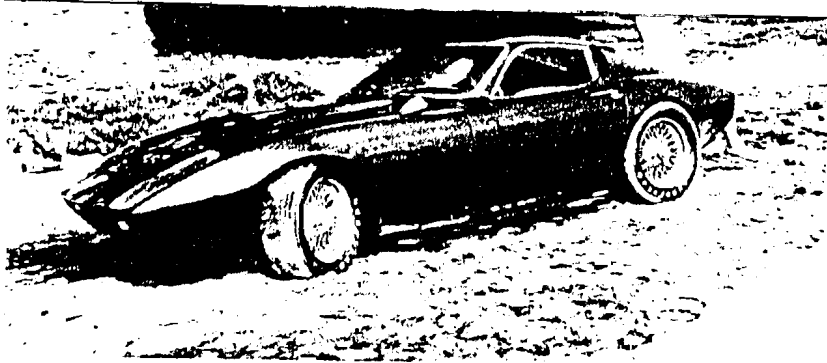
JAMAICAN SERIES DELUXE PAK (OPTIONAL ITEMS):

WINDSHIELD GLASS	CORVETTE '63-'67	1 REQ.	\$ 98.00 EA.
WINDSHIELD REVEAL MOLDING	CORVETTE '64-'67	1 REQ.	35.94 EA.
WINDSHIELD POLY TAPE		1 REQ.	9.00 EA.
WINDSHIELD REVEAL CLIPS		1 SET	2.00 EA.
REAR GLASS CLEAR	PORSCHE 911-912	1 REQ.	146.25 EA.
REAR GLASS GASKET		1 REQ.	35.63 EA.
REAR GLASS REVEAL MOLDING		1 REQ.	47.50 EA.
SIDE GLASS	KARMANN GHIA HARDTOP '61-'74	2 REQ.	44.00 EA.
SIDE GLASS CARRIER CHANNEL	KARMANN GHIA HARDTOP '61-'74	2 REQ.	5.00 EA.
SIDE GLASS CARRIER GASKET	KARMANN GHIA HARDTOP '61-'74	2 REQ.	2.00 EA.
SIDE GLASS REGULATOR	KARMANN GHIA HARDTOP '61-'74	2 REQ.	28.00 EA.
SIDE GLASS WINDOW GUIDE TRACK	KARMANN GHIA HARDTOP '61-'74	2 REQ.	29.10 EA.
SIDE GLASS MOLDING EXTRUSION		2 REQ.	7.40 EA.
SIDE GLASS MOLDING EXTRUSION WEATHERSTRIP		2 REQ.	9.40 EA.
SIDE GLASS WEATHERSTRIP INNER		2 REQ.	5.25 EA.
SIDE GLASS WEATHERSTRIP OUTER		2 REQ.	6.25 EA.
DOOR HINGES LEFT	MUSTANG '65-'67 OR PINTO	1 SET	19.95 EA.
DOOR HINGES RIGHT	MUSTANG '65-'67 OR PINTO	1 SET	19.95 EA.
OUTSIDE BAT HANDLE, LATCH & CABLE ACTUATOR		2 REQ.	21.56 EA.
WINDLACE - DOORWAY SURROUND		2 REQ.	15.00 EA.
HEADLIGHT		2 REQ.	24.30 EA.
FRONT TURN SIGNAL		2 REQ.	5.67 EA.
TAIL LIGHT		2 REQ.	23.20 EA.
INDICATOR DASH LIGHT		3 REQ.	2.67 EA.
CHROME GAS CAP COVER		1 REQ.	11.01 EA.
DIMMER SWITCH		1 REQ.	2.74 EA.
ST BAT HANDLE SWITCH		2 REQ.	3.97 EA.
IGNITION SWITCH WITH KEYS		1 REQ.	8.00 EA.
HEADLIGHT BAT HANDLE SWITCH		1 REQ.	3.97 EA.
INSIDE REAR VIEW MIRROR		1 REQ.	10.58 EA.
WALNUT STEERING WHEEL		1 REQ.	39.95 EA.
WIRING HARNESS		1 REQ.	45.00 EA.
DEFOGGER - DEFROSTER		1 REQ.	39.50 EA.
FENDER MOUNT MIRROR - BLACK PRIMED		2 REQ.	9.02 EA.
DOOR LATCH HANDLE INSIDE, EUROPEAN STYLE		2 REQ.	6.65 EA.
DOOR WINDOW HANDLE INSIDE, EUROPEAN STYLE		2 REQ.	7.35 EA.
WINDSHIELD WIPER ASSEMBLY, COMPLETE WITH ARMS & BLADES		1 REQ.	89.95 EA.

JAMAICAN SERIES ACCESSORIES:

OIL PRESSURE GAUGE 70#	\$20.26
OIL PRESSURE GAUGE SENDER	18.99
FUEL TANK FLOAT UNIT	15.88
QUARTZ CLOCK	50.74
FOUR-WAY FLASHERS	15.17
LICENSE PLATE BRACKET AND LIGHT	12.00
CONSOLE	25.34
ROADRUNNER STEERING WHEEL - EUROPEAN STYLING FOAM	29.95
FORMULA GT STEERING WHEEL - LEATHER COVERED	49.95
SEAT ADJUSTERS, 5" TRAVEL, PAIR	14.00
QUICKSHIFT KIT	4.40
CUSTOM SHIFTER '68-'74 VW	9.90
CUSTOM SHIFTER '56-'67 VW	11.90
PEDAL AND ACCELERATOR COVER KIT	9.90
OIL COOLER AND FILTER UNIT	48.57
HIGH PERFORMANCE AIR CLEANER	9.30
FENDER MOUNT MIRROR - CHROME	9.23
HEADLIGHT COVERS, PAIR	39.98
GT STYLE FRONT BUMPER	49.95
GT STYLE REAR BUMPER	49.95
HEADER/DUAL MUFFLER COMBINATION	62.95
DECALS, BLACK LETTERING, PAIR	9.95
MEDALLION, ROUND PEWTER	9.95

CURB WEIGHT: JAMAICAN I, 1600#, JAMAICAN II, 1475#, JAMAICAN II-V8, 2100#.



**KIT #1 — STANDARD JAMAICAN KIT INCLUDES:**

- |   |  |
|---|--|
| 1) JAMAICAN body                              | 7) Wide, fully flanged doorsills             |
| 2) Front hood hinges (prelaminated into body) | 8) Rear window surround flange               |
| 3) Complete inner panels (to mount body)      | 9) Windshield surround flange                |
| 4) Headlight indents                          | 10) Metal reinforcing inside windshield area |
| 5) Dashboard                                  | 11) Side and front air scoops                |
| 6) Recessed license plate holder              | 12) Mounting instruction booklet             |

**KIT #2 — DELUXE JAMAICAN KIT, includes everything in KIT #1, PLUS:**

- |  |   |
|--|---|
| 1) Safety glass windshield                 | 3) Rear safety glass window                                   |
| 2) Door-inner panels for roll-up mechanism | 4) Choice of GT, Classic or Lotus-type fiberglass seat shells |

Complete mounting and chassis preparation instructions are included with each body order. Should you wish a copy prior to purchasing your body, the mounting booklet is available for \$5.00 refundable with order.

**JAMAICAN PRICE LIST**

JAMAICAN Kit #1, Standard	\$795.00
JAMAICAN Kit #2, Deluxe	895.00
JAMAICAN Deluxe Upholstery Kit (BIK)	195.00
JAMAICAN Plexiglass Headlight Covers	30.00

The following accessories included with the Deluxe Kit are also available separately:

JAMAICAN Safety Glass Windshield	45.00
JAMAICAN Safety Glass Rear Window	55.00

## TABLE OF CONTENTS

1. CONSTRUCTION MATERIALS -- Tools and Supplies
2. WHAT TO LOOK FOR WHEN ACQUIRING A WRECKED VEHICLE: MG, TR, AUSTIN HEALEY
3. PREPARING THE CHASSIS -- What goes? What stays?
4. MOUNTING THE JAMAICAN BODY
5. INSTALLING THE WINDOWS AND WINDSHIELD
6. WIRING AND INSTRUMENTS
7. UPHOLSTERY -- Interior Finish
8. SANDING, PRIMING AND PAINTING -- Exterior Finish
9. V-8 POWER OPTION
10. JAMAICAN/VOLKSWAGEN

## INTRODUCTION

The following pages contain instructions for assembling the 1968 JAMAICAN. These instructions are intended to cover every phase of preparation, assembly and finishing required to bring your car - building project to a successful conclusion.

To meet the demands of the many people who prefer the driving "feel" and external appearance of a front-engined sports car, Fiberfab created the JAMAICAN.

During the development of the JAMAICAN design, it was realized that certain unibody cars such as the Austin-Healey Sprite and MGB were not suitable vehicles for a "body swap". In other words, removal of the original metal body removed too much structural rigidity. Nevertheless, elimination of the unibody cars still left three very popular front-engined sports cars to be considered -----  
AUSTIN-HEALEY, MGA, and TRIUMPH.

When you order your JAMAICAN kit, you can specify the chassis on which you plan to mount it, so that when your JAMAICAN body is produced, the proper inner panels for mounting are laminated into the body--thus the body fits precisely on just the type of car you are converting.

## 1. CONSTRUCTION MATERIALS

The typical inventory of tools found in most home garages or basements will probably more than suffice to complete your JAMAICAN. In reality, very few tools are absolutely essential to the conversion.

The following breakdown of tools is based on Fiberfab factory experience. Items that are considered essential are listed. Another list is also provided of items which are quite helpful and serve to make certain construction tasks significantly easier.

### HAND TOOLS

#### Essential

- 5/16", 3/8", 7/16", 1/2", 9/16", 5/8" sockets -- 3/8" Drive
- 3/8" Drive Ratchet Handle
- Standard screw-driver -- medium blade
- Phillips screw-driver -- medium blade
- Straight-edge

#### Helpful

- 3/8" Drive -- 3" and (6") extensions
- 3/8", 7/16", 1/2", 9/16" combination (open-end and box-end wrenches)
- "Pop" rivet gun -- home workshop variety
- Steel rule (72")
- Wire-terminal crimping tool
- Hacksaw
- Knife
- Assorted rasps, files, drills and taps
- Set of wood-working hole-saws

### POWER TOOLS

#### Essential

- Electric drill -- 1/4" capacity

#### Helpful

- Electric drill -- 1/2" capacity
- Sabre saw
- Rotary sander/grinder
- Hydraulic floor-jack and jack stands

### CONSTRUCTION MATERIALS

#### Essential

- Assorted machine bolts and nuts; 1/4", 5/16" and 3/8"; with washers and locking washers
- Assorted sheet metal screws
- Sandpaper
- Silicone seal (common types are Rubber Sealant by the Macklenburg-Duncan Company of Oklahoma City, Dow-Corning DC 750, and General Electric)
- Butyl tape (windshield installation kit) -- typical is Somaca #9103\*
- 200'-300' #26 AWG wire; 100'-150' #10 AWG wire (if chassis re-wiring required)
- Primer, paint, etc.
- Car seam sealer, 1 tube -- typical is 3M\* #1915-5209

#### Helpful

- Epoxy adhesive kit (high-grade epoxy, not body filler type)
- Epoxy putty/filler
- Crimp-on wire terminals
- Assorted "pop" rivets

\* Somaca-Western, 852 Aldo Ave., Santa Clara, Calif. SOMMER AND MACA, 5501 W. Ogden Ave., Chicago, Illinois

\* 3M is the trademark of Minnesota Mining and Manufacturing

## 2. WHAT TO LOOK FOR WHEN ACQUIRING A WRECKED VEHICLE

Many persons purchasing a JAMAICAN body wish to replace the travelworn or weathered "skin" of the vehicle they already own and are currently driving. Other builders plan to acquire a wrecked Austin Healey, MGA or TR from a salvage yard and refurbish this "outcast" with a new JAMAICAN body and perhaps some new mechanical parts. In either instance, this brief section should be of interest to all prospective builders.

In most areas of the United States, at least three approaches to obtaining a suitable, salvageable sports car are available. The first approach is to contact the local dealer in the vehicle of interest. He may have been asked to bid on insurance work and will know the availability and location of wrecked vehicles. The second approach is to call several automobile insurance companies and ask about any recent wrecks they have declared to be "totals" -- many times if the car is earlier than 1960 and the body damage is moderate to extensive, the car will be "totalled" even though under its rumpled skin is a mechanical "jewel".

The third and most obvious approach is to call the local salvage/wrecking yards -- especially those advertising a foreign car section. Some areas of the U.S.; for example, the San Francisco Bay Area where Fiberfab is located; have publications appearing weekly or monthly which list all wrecked vehicles and their location. The publication we use is:

THE PARTS LOCATOR  
1696 Washington Avenue  
San Leandro, California

Information concerning similar publications in other localities may be forthcoming from the above address, upon request.

When a seemingly suitable wreck is finally located, look it over closely in person, not via photographs. Don't let a mangled body dismay you or a clean-looking body fool you. Remember, you are interested primarily in the frame, drive-line, suspension and engine -- broken doors, ripped seats, shattered glass, etc., are of not consequence.

### Items to be checked are:

1. CONDITION OF ENGINE -- valve cover not crushed, carburetors intact, exhaust manifold not torn loose, pan secure and not leaking, radiator free of punctures, etc. -- try to get some kind of guarantee that the engine is in running condition.
2. CONDITION OF SUSPENSION -- all axles rotate, steering linkage is not bent or broken, A-frames (front suspension) unbent, etc.
3. CONDITION OF DRIVE-LINE -- with one rear wheel blocked from rotating, make sure the other rear wheel turns reasonable freely when the gearbox is in neutral and does not turn at all when any gear is selected (assuming, of course, that an engine is in place in the vehicle).
4. CONDITION OF THE FRAME -- using a steel tape, measure the squareness of the frame; i.e., check fore and aft dimension between the wheel centers on both sides (the "wheelbase") -- are they identical? Look under the car and assure yourself that none of the frame members are crushed or bent.

In addition, try to get as many pieces of auxiliary equipment as possible at the time you buy the "outcast" --- items such as windshield wiper motors, instruments, etc., will probably be cheaper in a "package deal" than if you return later to purchase them separately.

As an aid to acquiring a usable wreck and estimating its worth, some vital statistics are presented below:

### AUSTIN-HEALEY

The Austin Motor Company of Birmingham, England started building the Austin-Healey 100 sports car in 1952. The Austin-Healey 100 used the 2.6 liter, four-cylinder Austin A90 engine. Subsequent versions were the 100M and 100S; both aimed at competition events. The 100S engine developed 132 BHP and had disc brakes.

Next in the Austin-Healey evolution was the 100-6 using a BMC, 2.6 liter, six cylinder engine. Some of the 100-6 models were produced with a six-port head to obtain higher performance than the standard 100-6 engine output of 102 BHP. In 1959, a 3 liter six cylinder engine was introduced in the Austin-Healey 3000. The 3 liter engine was available for a brief period (1961-1962) in a 3-carburetor version which proved quite difficult to keep in tune. The Austin-Healey 3000 had disc brakes (front) and wire wheel options. The wheelbase is 92 inches.

## MG

As early as 1936, the MG Company (now located at Abingdon, England), produced a vehicle suitable for conversion with a JAMAICAN body -- the MG, TA. This car featured a 1.3 liter, 50 BHP, four cylinder engine. In April, 1939 the TA was replaced by a new model with minor refinements, the MG TB. The total TA and TB production, before it was discontinued as a result of WWII, was only 3400 cars.

Shortly after the war, the TB was revived in a new form as the MG TC which was soon followed by the TD. Both were equipped with 57.5 BHP engines. In 1954 the 63 BHP TF 1500 was introduced but was short-lived because in 1955 production was commenced on the MGA which offered a 78 BHP engine. The MGA series offered several interesting options -- disc brakes (front), wire wheels and a twin overhead cam engine in place of the standard pushrod engine.

In 1962, the MGB arrived on the scene, but as previously mentioned, its unibody construction precludes its use as a vehicle for the JAMAICAN. All of the cars listed above, except the MGB, will accept the JAMAICAN body inasmuch as they all have frames separable from the bodywork and they all have 94" wheelbases.

Market response for the JAMAICAN has revealed, however, that 99% of the buyers using the body on MGs were using a MGA. Therefore, the JAMAICAN is inner-paneled to fit the MGA series exactly although the body can be used with the MG TA, TB, TC, TD or TF.

## TRIUMPH

In 1952 when Standard took over the Triumph Company to form the Standard-Triumph Motor Company, the Standard Vanguard engine was modified to 2 liters developing 100 BHP and fitted to a Triumph Mayflower chassis to create the TR2 sports car. Since 1952 the TR2 has evolved through the TR3 to the TR4 and currently the TR4A with independent rear suspension. All these cars have been fitted with front wheel disc brakes and all have an 88" wheelbase.

The inner-paneling for the JAMAICAN-for-Triumph has been designed to fit all TR's with two basic models -- one for TR3 and TR2 and one for TR4, TR4A, TR4A-IRS, and TR 250. Therefore, when a JAMAICAN-for-Triumph is ordered the model must be stated.

### 3. PREPARING THE CHASSIS

The first step in the building of your new JAMAICAN is to prepare the chassis for the JAMAICAN body. The following tasks to be completed are common for all vehicle types.

1. Remove the battery.
2. Drain the gas tank.
3. Remove gas tank filler hose and cap assembly, and tape shut filler neck with masking tape.
4. Remove seats and all upholstery.
5. Remove windshield and wiper arms.
6. Remove doors.
7. Remove spare tire.
8. Remove hood-cover engine with tarpaulin or equivalent.
9. Remove deck lid.
10. Disconnect all wiring to lights and fuel tank, and protectively tape the wire-ends.
11. Remove headlights and park/turn lights.
12. Remove license light-bracket.
13. Remove windshield wiper motor and mechanism.
14. Remove bumpers.
15. Remove fenders (most bolts are located inside wheel wells).
16. Drain engine and radiator of water.
17. Remove radiator.
18. Remove instruments and panel controls and protectively tape the wire-ends.

For the next steps, turn to the section describing your particular chassis.

#### AUSTIN-HEALEY

1. Un-bolt relay, fuse block, volt regulator, etc., from firewall and place them down out of the way.
2. Remove gas tank.
3. Remove front bumper brackets and horns.
4. Cut off outer skin at fender line.
5. Referring to Figure 2A\* :
  - a. Remove rear cross braces (between fender inner panels).
  - b. Remove rear fender inner panels (down to chassis).
  - c. Remove cowl brace (stamped sheetmetal).
  - d. Remove lower door sills and front hinge posts (see detail for cutting side panels).
  - e. Cut 2" off top of firewall.
  - f. Remove body mount brackets and cross brace from front wheel wells.
  - g. Trim 4" off of outside of wheel wells, parallel with center seams.
6. Remove mounting brackets from radiator and replace 2" higher on radiator.
7. While holding radiator in place on chassis, mark section of frame cross member that interferes with lower hose outlet. Cut this section out of cross member.
8. Bolt radiator in its new position.
9. Trim off all protrusions on inside (cockpit side) of firewall above heater duct.

#### MGA

1. Un-bolt relay, fuse block, volt regulator, etc., from firewall and place them down out of the way.
2. Remove heater assembly including defrosters. (The blower side of the heater box will have to be dropped 1-1/4 inches. This is easily done by dis-assembling the box, cutting a wedge out of the side panels, bending new tabs and re-assembling the box.)
3. Remove outer skin at fender line.
4. Remove cowl support bracket.
5. Referring to Figure 2B\* :
  - a. Cut front wheel well panels just ahead of radiator mounting flanges.
  - b. Un-bolt front bumper support brackets.
  - c. Remove nose section.
  - d. Remove door sills, and rocker panels.
  - e. Cut side panels (with hinge posts) straight down 2" back from upper firewall (vertical surface where relay, fuse block etc., were attached).
  - f. Remove rear fender inner panel cross brace.
  - g. Remove rear fender inner panels down to inner floor surfaces.
  - h. Cut upper firewall straight across from fender panel-to-fender-panel, and trim off all protrusions from inside of remaining panel.
  - i. Fabricate radiator mounting flange extensions so that radiator can be mounted down 2" and forward enough to clear lower hose.

\*HEREINAFTER AN ASTERISK FOLLOWING A FIGURE NUMBER REFERS TO THE BLUEPRINTS.

### TR3 - TR4

1. Remove gas tank.
2. Remove outer skin.
3. Remove all hardware from upper firewall.
4. Referring to Figures 2C\* and 2D\* :
  - a. Remove upper firewall above horizontal surface.
  - b. Remove entire rear fender inner panels and trunk floor.
  - c. Remove rocker panels and side panels (with door hinge posts).
  - d. Remove front fender inner panels 2" ahead of radiator mounts.
5. Move mounting brackets on radiator up 2" and re-mount.

The following again refers to all vehicles. We recommend at this point, that the chassis be cleaned off (steam, gunk etc.) and painted with a rust preventive paint.

If you are planning an engine "swap" the installation of the new engine should be done before mounting the body. See Section 9 for V-8 engine installation details.











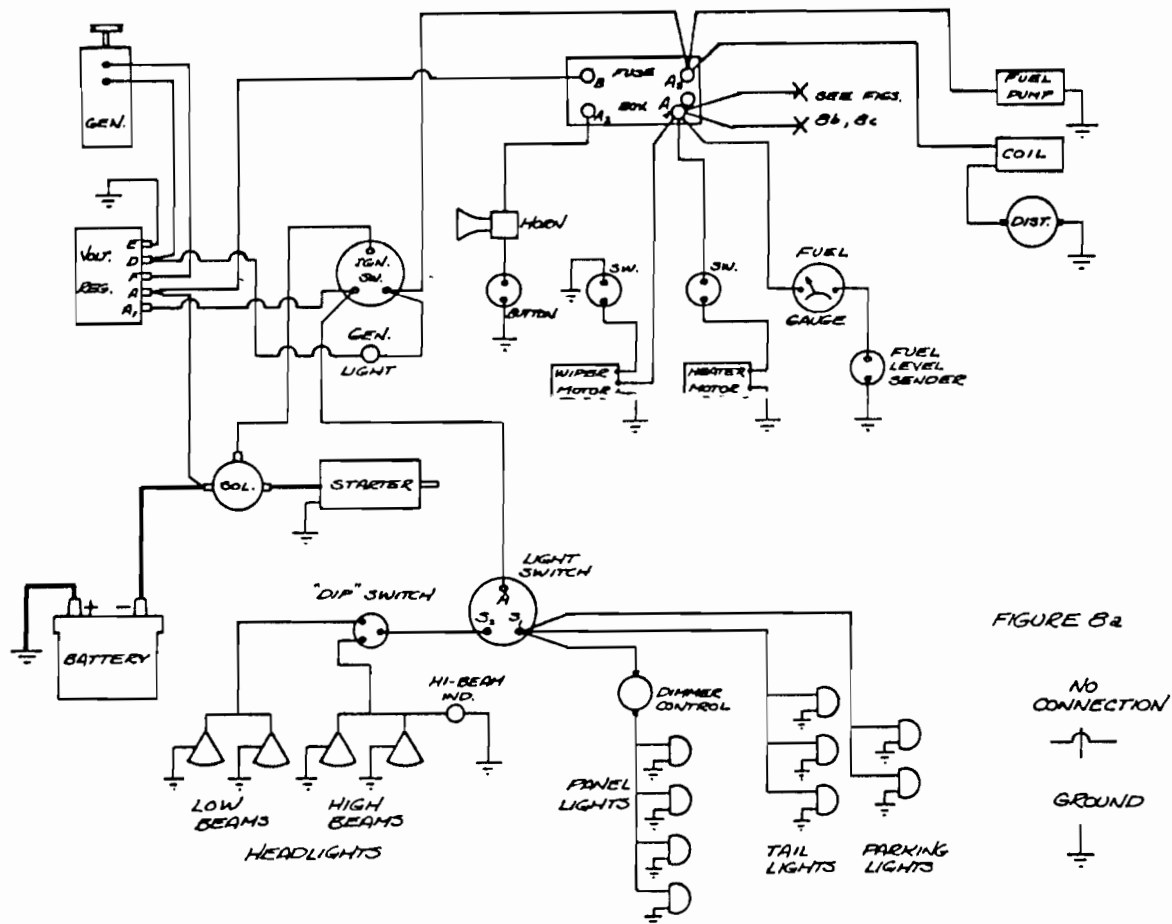


FIGURE 82

