

Big Wig Race Cars

Engine cover assembly and installation

This wing & engine cover is designed to be installed and removed as a single, complete unit. Once assembly and installation is complete, it can be removed from the car quickly, with 7 DZUS fasteners.

For the initial installation on your car, Cleco style temporary fasteners will be very handy, as it requires assembly & disassembly multiple times to get the wing & cover fitted to the body and all the tabs welded in place. You could use small nuts/bolts if necessary. Later in the process, final assembly will all be done with rivets.

Installation Summary:

- temporarily assemble the entire unit (wing top, wing sides, cover back, cover sides)
- fit to car
- tack weld top 2 wing side tabs
- remove engine cover (leave wing on car)
- tack weld center wing tab and bottom 2 wing side tabs
- remove wing and fully weld all tabs
- temporarily assemble unit and install fender tabs
- final assembly of unit with rivets

Installation Details:

1. Assemble wing top and wing sides with clecos as shown.

- a. Support wing top on table, saw horses, etc.
- b. Temporarily attach wing sides at the outermost rivet holes



- c. Install DZUS tab/spring and button as shown - 5 locations (2 on each wing side piece, 1 on wing top)



- 2. Attach engine cover back with clecos as shown**

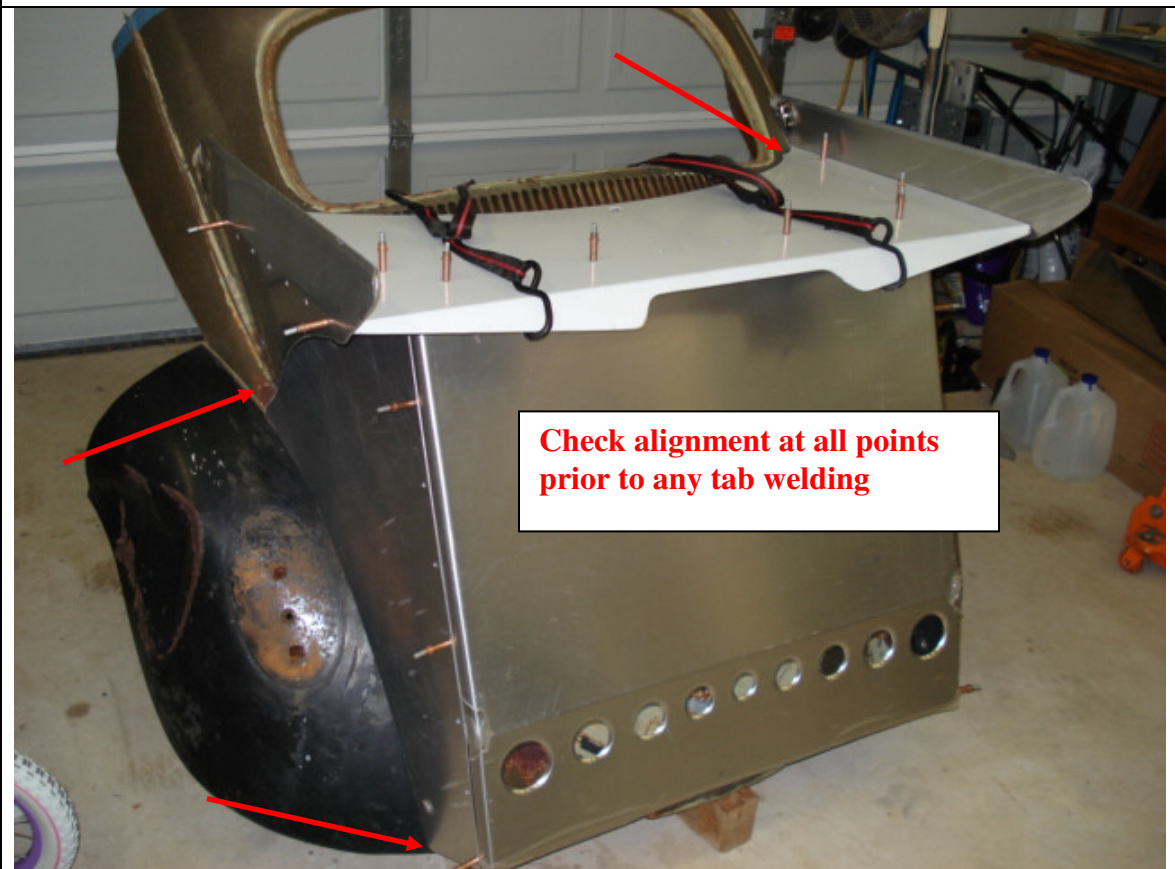


- 3. Attach engine cover sides with clecos as shown**

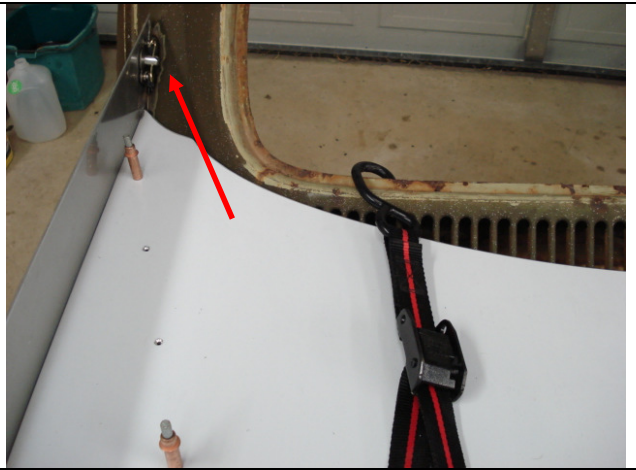


4. Position the assembled unit on the car

- a. Wing sides' bottom edge should be approximately flush with trailing edge of stock drip rail
- b. Cover bottom edge should be even with lower edge of stock height fenders
- c. **If your fenders are not in the stock location, a. and b. above may not be accurate. In that case, you will need to trim the cover sides where they contact the fenders and/or trim some length off the cover pack panel.**
You should not need to trim anything on the wing top or wing side panels.
- d. Helpful Hints: I use straps, wood blocks, tape, clamps, whatever works, to hold the engine cover in place so that I can measure and eyeball everything to be straight and level before tacking the DZUS tabs in place



5. Tack weld top tabs



6. Remove clecos to allow engine cover to be removed. Leave wing on car. Ensure that wing stays in exact position as before. If the angle changes, and the lower tabs are welded in the wrong location, your cover sides won't meet the fenders properly.

7. Tack weld lower tabs

8. Tack weld center tab

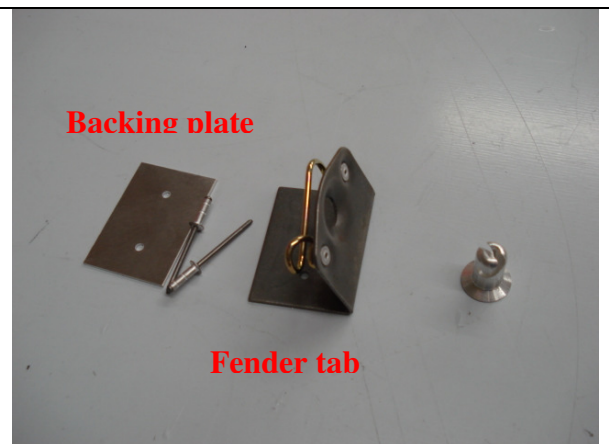


9. Remove wing and finish weld all tabs

10. Re-cleco engine cover onto wing and re-install unit on car

11. Position lower fender tabs inside cover and mark for attachment to fender (tab sits on top of fender surface, with backing plate underneath)

12. Rivet lower tabs to fender – fender should be sandwiched between tab and backing plate. Rivets should be installed from underside of fender.



13. Remove plastic coating from all aluminum

14. Rivet entire assembly together

Please contact me if you have any questions.

Thanks,
Ric Campbell
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