

FEATURED
IN
HOT ROD

Rod & Custom

AUGUST 1977

DOTROD



**KIT CAR
WITH A
DIFFERENCE**

Dean Automotive

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INTRODUCTION

The enclosed Dot Rod is the result of many months of preparation. I have considered a number of alternative ways of building a street coupe, roadster sedan or truck and have designed what I feel is a clean looking, high performance and eye catching machine without the usual three to four thousand dollar price tag.

You will find numerous ways to incorporate your own ideas as you go along for your own individual taste. Be prepared to spend a considerable amount of time and effort in the construction of your DOT ROD. This information will serve mainly as a guide to what is needed in the way of parts and also a method of solving problems as you encounter them. If you are not prepared to spend at least 2 months, and possibly more, I would suggest that you buy your DOT ROD assembled and ready to bolt in your favorite engine and transmission.

I have used only standard parts that are available at almost any parts supply or salvage yard at a reasonable price. Where modifications are required, instructions are given. A complete material list showing the parts and estimated prices are enclosed.

This system will also work on LUV, COURIER, MAZDA, TOYOTA, Mini-Pickups.

It would be a good idea before you begin the actual construction to go over the material list and determine what your exact needs will be.

You will no doubt have many questions during the construction of your DOT ROD. If you wish, you may write to our customer service department. Direct your inquiries to Dean Automotive. Please enclose a self-addressed stamped envelope for fast reply.

You will find that you can now purchase all of the fiberglass parts, as well as the complete frame, directly from Dean Auto. Complete ordering information is included with this information.

I am also working on the 29-thru 34 Fords at this time and will have all this information available soon.

You will need all the basic hand tools. In addition, you will need access to a 200 amp electric welder, 1/2 inch electric drill grinder, hoist, vice, gas cutting torch and other automotive tools, for many of the major operations such as making motor mounts, and cutting of the driveshaft. I suggest you purchase these parts direct from us, if you do not have a source to make them for you. In addition, you will need access to a garage with a concrete floor and also electricity. After you have these things lined up, you are ready to begin.

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GENERAL INTRODUCTION

SECTION 1 GENERAL

Where To Start:

A. Chassis Selection

The chassis selected for the Dot Rod running gear should be that of the 1200-series, or newer Datsun truck. The Toyota, Mazda, Ford, Chev Luv truck chassis will all suffice. The instruments, trans., engines, wiring, fuel tank from these trucks may be used.

B. The Purchase

It is highly recommended that a *ROLLED* truck be purchased, or a theft recovery from a salvage yard, for several reasons. First, the running gear is subjected to less shock when rolled compared to broadside, rear end, or head on collisions. Secondly, it is to the consumers advantage to purchase a complete truck as many of the parts are used on the assembly of the Dot Rod.

C. Cost

The cost of the selected chassis or wrecked truck will vary depending on the model year and sustained damage. It stands to reason: A truck of 1969 vintage with 100,000 miles will require more repair and upkeep than a 1975, but will cost less initially. Wrecked truck cost will vary from \$150.00 up.

SECTION 2 SALVAGE

2-1 General

- A. Where a complete truck has been purchased for the Dot Rod the body and instrumentation components must be removed. Please note that in most cases metric bolts are used. Have a supply of metric tools available to work with.
- B. General disassembly of the body and various components is not difficult and may be accomplished with several wrenches and small hand tools. Where any of the truck fenders, bumpers, doors, or panels and box have remained undamaged, exercise care in removal. These items can be salvaged for sale to body shops or persons needing such components for their damaged trucks.

2-2 Truck Components For Dot Rod Use

- A. Following is a list of components which may be retained for use on the Dot Rod provided they are not damaged.

Note:

As each of the wiring functions is disconnected, label the wire for reconnection. A schematic is available from your local truck part dealer.

1. Headlight Assembly (Bulb & Wiring)
 1. Head Light Assembly (Bulb & Wiring)
 2. Tail Light (Bulb & Wiring)
 3. Directional Light (Bulb & Wiring)
 4. License Plate (Bulb & Wiring)
 5. Headlight Switch
 6. Directional Flasher
 7. Dimmer Switch
 8. Windshield Wiper Switch
 9. Windshield Washer Assembly
 10. Windshield Wiper Blades
 11. Ignition Switch & Key
 12. Fuse Block
 13. Horn
 14. Gas Tank
 15. Gas Gauge & Wiring
 16. Speedometer & Cable
 17. Steering Column
 18. Steering Column Dash Mount
 19. Clutch & Brake Pedal Assembly Inc. Master Cyl. & Clutch Cyl.
 20. Gas Pedal
 21. Power Brake Unit
 22. Battery
 23. Battery Cables
 24. Battery Hold down Assembly
 25. Wiring Loom
- B. The following is a list of components which may be removed and sold or junked. These items are usually not utilized on the Dot Rod.
1. Front Seat
 2. Windshield
 4. Side Glass & Rear Glass
 5. Front & Rear Bumpers
 6. Cab & Box
- C. In some cases where the body is good it may be sold intact.
- D. Remove all bolts securing the body to the chassis. These bolts are usually located under the cab seat area front frame horns. The different model years vary slightly. Remove the box. Usually, 6 bolts hold the box on. Lift off cab & box. Use care — for resale.

Prepare The Chassis For Dot Rod

When the cab & box have been removed, all running gear components will remain intact. No further disassembly is required. Note: Center fold photos for cutting of brackets & grinding on chassis.

Clean the chassis thoroughly with Gunk or steam.

Relocate gas tank on brace, 1" x 1" sq. tube bolted or welded in place will hold tank in place, use straps to hold tank down.

New front frame horn, (making frame front look like 32-34 Ford frame) can be made by you, or ordered from Dean Auto.

Pinto rack & pinion steering is the most popular steering and mounts the easiest. (Brackets and ends are available from Dean Auto) with the flex cable U-joint for early Pinto.

Mounting the Engine

The engine & trans (4 cyl type) must be moved back in chassis approx 14" varying with type of chassis. The easy way to tell the amount is to set the body on the chassis and locate the firewall line. Use this as a reference and work the engine location from there forward. Line up the radiator, fan, & hoses. On some chassis the wheelbase is 100 inches. This will leave you short in the hood area by 5 inches from stock 32-34 Ford. Shorten the hood *NOT* the body. You can hardly see the difference. In most cases you may choose not to run a hood or fenders. This will make the mounting fast & simple. NOTE: Motor mounts as per photo center fold.

It is recommended that a repair manual, which contains mechanical and electrical information, be purchased to aid in assembly and wiring of the Dot Rod.

Assembly

Install the battery (right side of engine), make certain polarity is correct. The universal tie-down assembly may be utilized.

Install the gas tank support and gas tank. Secure the tank to the support using two straps & bolts 5/16 x 1". Connect the gas line. In the rear, the gas line may be cut to the correct length.

Install the emergency brake lever saved from the truck. Install at left lower side of drivers seat.

Install new shock absorbers if required. Lower front end, remove three leaf springs from rear to lower the chassis. If heater is to be used, hook up the controls, hoses & mount to the right side of driver on inside of fire wall. Connect all brake lines. Make new ones if in doubt of conduction. Use good line. Do not bleed brakes at this time.

Set the body of your choice on the chassis at this time. If you have a 32 Ford and are making a *High Boy* install the frame covers. Fake 32 Ford frame rails available from Dean Auto.

It is highly recommended that help be obtained for the procedure. Place one person on each side to lift the body in place.

The body will be secured to the chassis using 5/16 x 1" bolts, 6 per side, as the body will not align perfectly. Flanges will have to be used from the chassis to the body — this is a universal type mounting. Note: Bolts are required around the firewall cowl (small 10/24 screws). Place the forward firewall cowl body mounting flange down in place. The cowl may have to be forced rear-ward due to pre-stress in fiberglass, 1/2 to 3/4 inch and aligned to make it fit flush.

Drill one hole in each of the two forward corners of the body mounting flange. Make certain all dimensions are flush with the chassis & bracket before bolting down solid.

Drill two more equally spaced holes on each side of the body mounting flange between the inside of the door at the seat area. Drill two holes in rear crossover flange. Bolt down the body.

Mount the brake and clutch assembly on firewall, also the gas pedal. Check driver's foot room. Drill 4 holes and mount. Mount brake reservoir & clutch reservoir (see photo).

Install the steering column. The placement of the steering mounting holes are determined by the desired height of the steering wheel, and driver's likes, comfort and appearance.

Note:

Assume the driving position. Using a steering wheel, disconnected from the column, attach a piece of masking tape to the center of the wheel on the steering column side. Hold the wheel in the position desired and attach the other end of the masking tape to the dash so that an imaginary line extending forward from the end of the tape will extend in a straight line to the steering flex cable. Mark the area on the dash.

Drill a 1/8 hole in the firewall on the mark. Place a four-foot length of small gauge wire (welding rod) through the hole in the firewall. Check angle from dash brace to hole in firewall to flex cable on Pinto steering. If all lines up, enlarge 1/8 inch hole for steering column.

Secure the steering column to the dash using a u-clamp system and bolt column at firewall. Mount steering wheel on column, check nut for tightness.

It is suggested that all dash layout work be done on a paper template. When all instrumentation has been placed to satisfaction, the template can then be used to scribe the outlines on the fiberglass dash.

Mount the instrumentation in the dash. Hole saw or fly cutter can be used to cut holes.

Install ignition switch.

Install speedo & gas gauge.

Install directional flasher. Be sure to include some type of hold down assembly.

Mount fuse block on the inside of the firewall cowl for easy access.

Install the dimmer switch. Place the switch (if not on column) left of the clutch pedal.

Connect the turn signal wires from the steering column to the wire loom.

Mount the headlights & wire to loom.

Mount the tail light & wire to loom.

Install turn signals. The lights vary from year to year, simply find the surface they fit to best install.

Mount the windshield, roadster, coupe, etc. Mount as required.

Install windshield wiper.

Install horn & wire into loom

Mount all electrical dash switches & controls.

Connect all wiring. Remember that this may be fiberglass. Provide circuit grounds as required.

Install seats & upholstery as required.

Install top of roadster.

Install fenders & running boards.

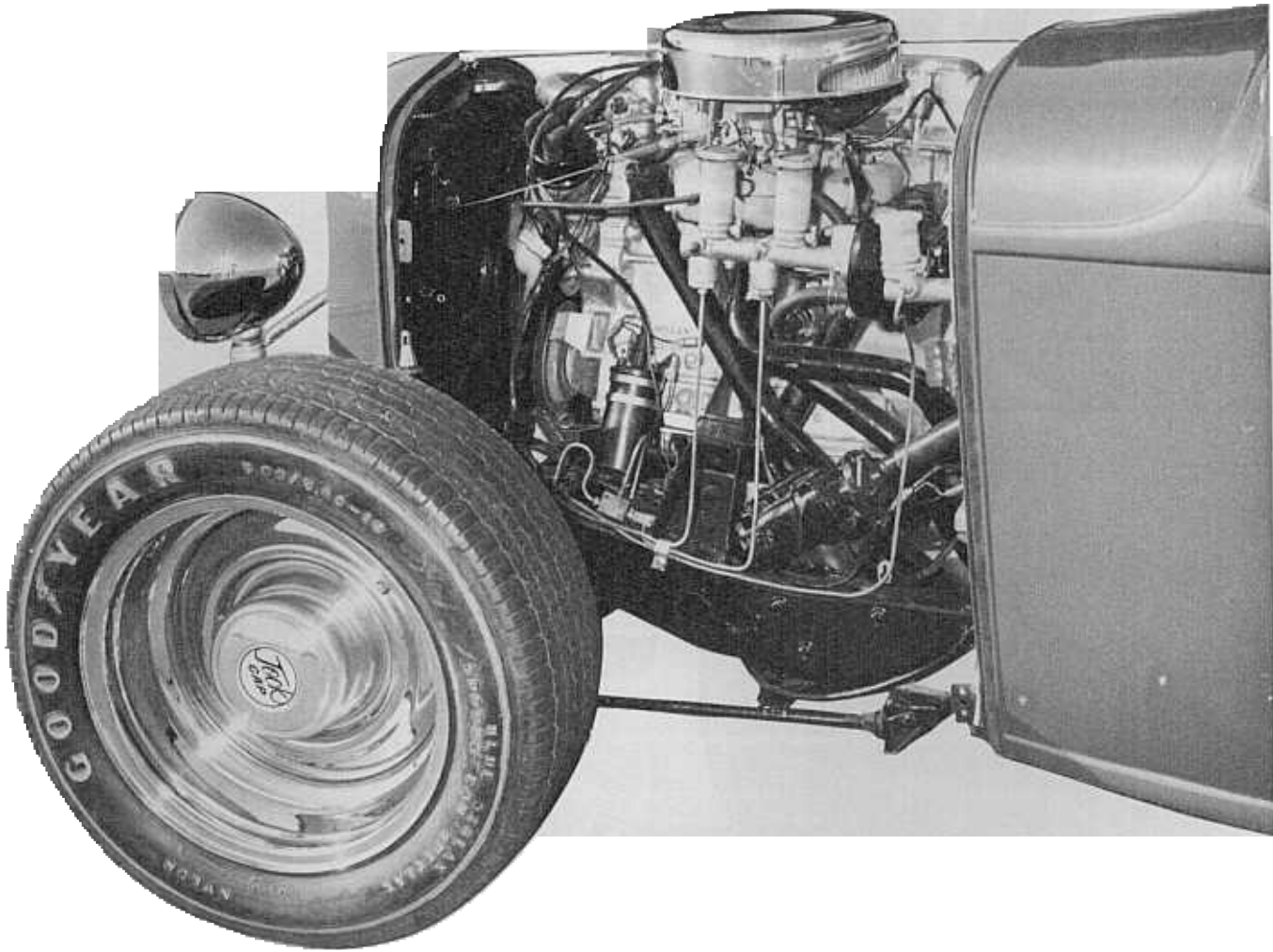
Install exhaust system.

Install hood & side panels.

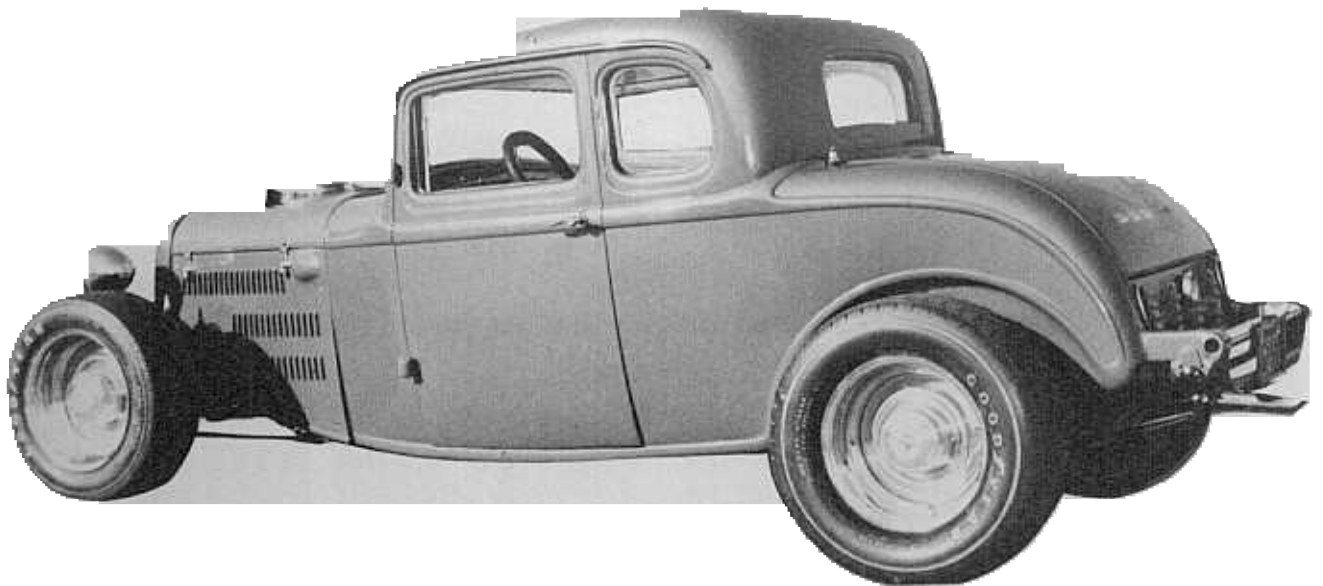
Finishing exterior paint, pinstripping etc.

REMEMBER
"DOT RODDING IS IMAGINATION"

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You will note that the engine is well placed and you can see the power brakes, and stock radiator. The rear view shows the frame out about 4". This will not be so if you do not channel the car as the stock fuel tank and frame covers will cover these areas. On this car I used that section for the trailer hitch. Fender, running boards and all street legal equipment are available to make your Dot Rod look like a Stock 32.



KIT CAR WITH

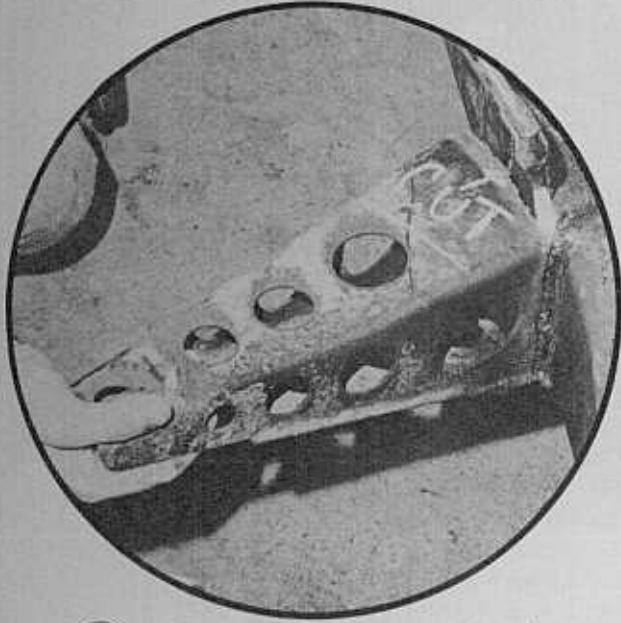
The Best Of Two Worlds' . . . "THE DOT ROD"

It is my sincere opinion that you are interested in saving money, and enjoying street rodding. This shows you what is involved in the concept and design of the car it self and the methods employed to complete in its construction.

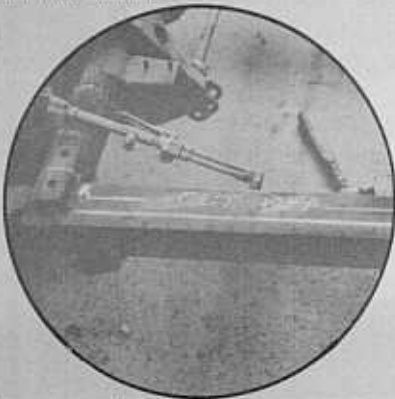
"Design must embrace sound engineering" I trust that you find this brochure interesting. Informative and will temp your imagination.

"Now Think!"

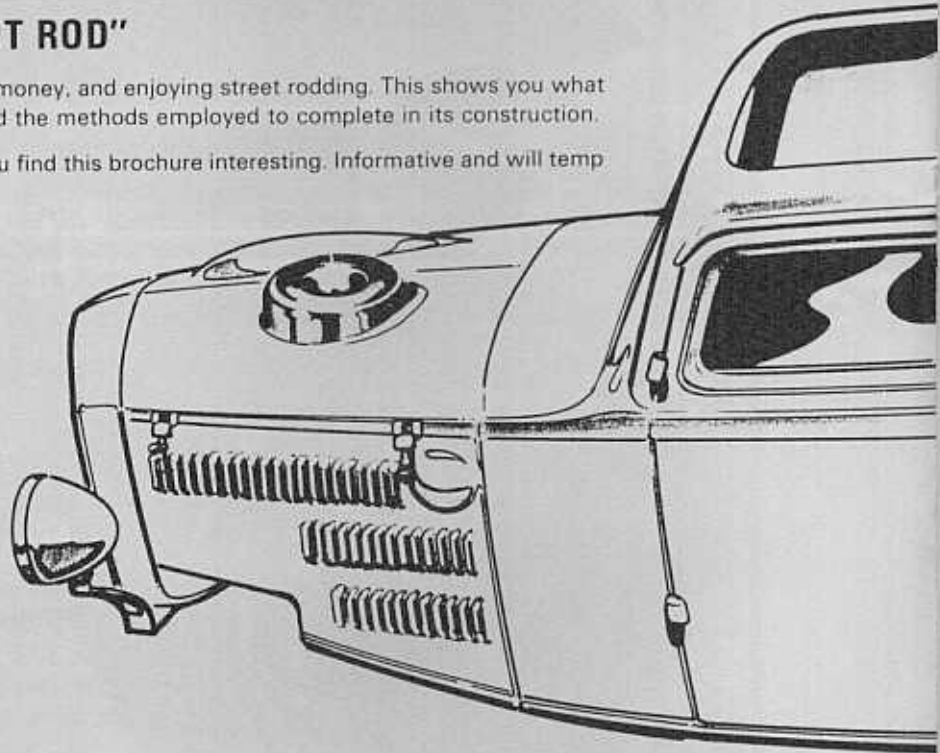
COUPE — ROADSTER — TRUCK — FORD CHEV?



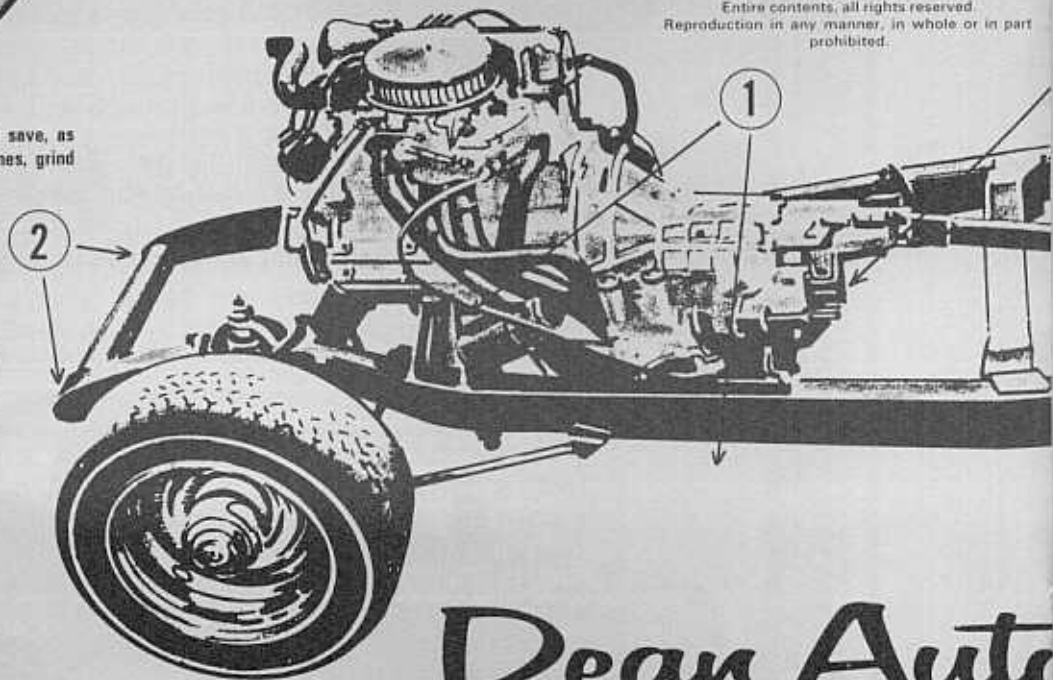
- 1 Cut out rigger brace, that held cab in place, and save, as they can be used for motor mount on small engines, grind and finish chassis.



- 2 Cut front cross member off, and remove steering and idler bracket you will no doubt put in a rack & pinion steering (Pinto)

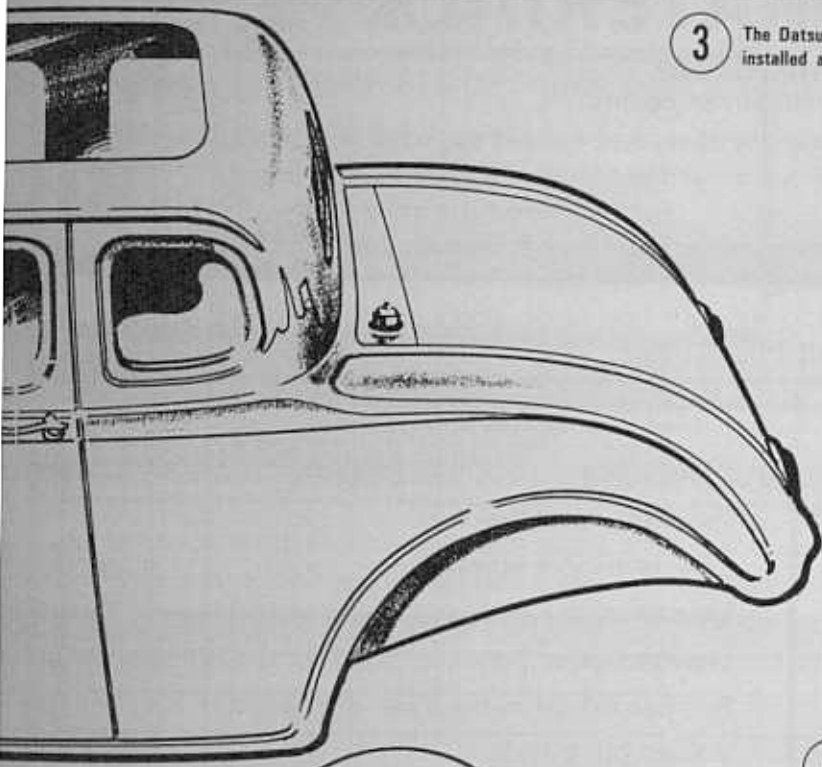


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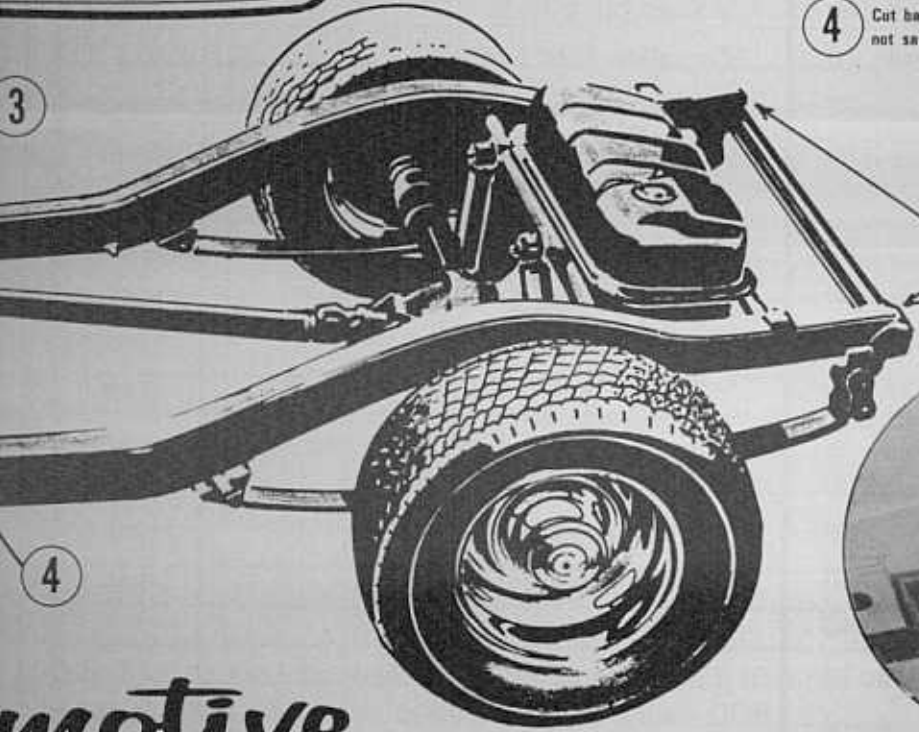
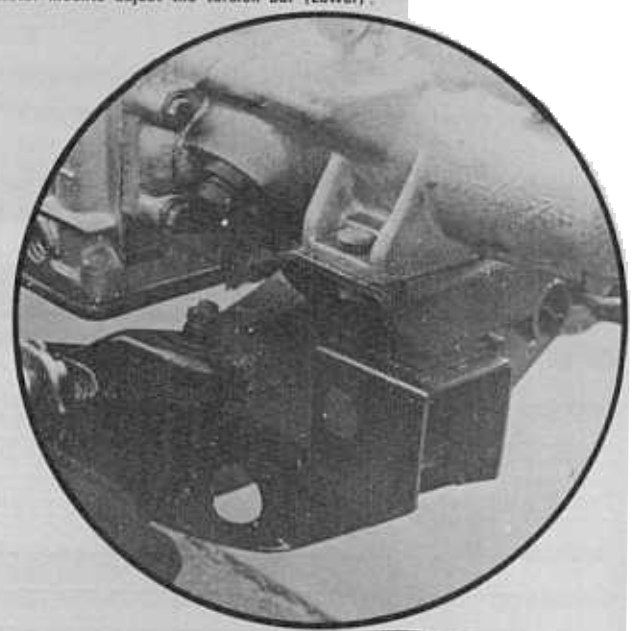


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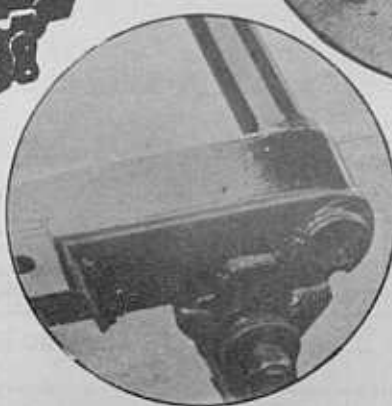
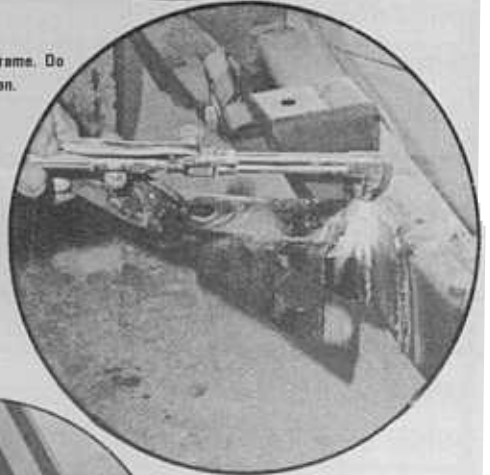
DIFFERENCE



3 The Datsun engine is moved back approx. 14" new rear trans mount is installed as are the motor mounts adjust the torsion bar (Lower).

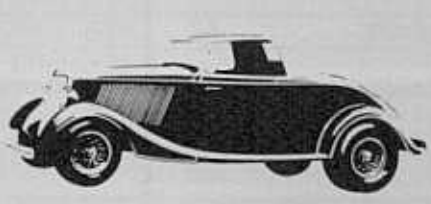


4 Cut back outrigger from frame. Do not save, grind frame clean.



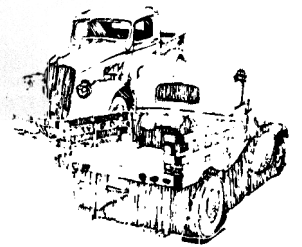
5 Cut frame off just past the round tube and roll frame ends. At this time install fuel tank in rear of frame, you will have to cut the spare tire bracket off to install the fuel tank (tank is from truck).

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DOT ROD DUCTION MODEL L OF MATERIALS



(Estimated)

Fiberglass street rod bodies'

32 Ford Roadster, body hand laminated complete door jams, molded dash, full floor boards and firewall. Body is sold complete with doors mounted and latched and deck lid mounted.

Price \$1999⁰⁰

32 Ford Phaeton, complete door jams all wood installed full floor & firewall. Sold complete with doors mounted and latched. Price \$2800⁰⁰

32 Ford 3 window coupe, body only. Includes dash (installed), doors, deck, vent and windshield frame hinged all wood installed. Price \$1900⁰⁰

Chassis (complete)	.. \$495
Engine, transmission	... 495
Front wheels (chrome)	pair. 64
Front and rear tires	pair 152
Rear wheels (chrome)	pair 60
Carpeting - 5 yards plus seaming	.... 90
Upholstery (front seats)	... 240
Side Windows	. ea. 40
Rear Quarter windows	. ea. 20
Backlite	.... 28
Glazing Extrusions (trim)	.... 15
Weather Strip Extrusions	.... 13
Rear View Mirror (Interior assembly)	.... 20
Wiper Motor Assembly	.... 25
Wiper shafts, arms and blades	.... 10
Wiper assembly control rods and links	.... 10
Headlamp	.... 48
Headlamp assemblies (post)	.... 30
Front turn signal assemblies (dr)	.... 18
Door hinge assemblies	.... 40
Door latch and striker assemblies	.... 40
Door handle (32)	.. ea. 14
Hatch Handle	.. ea. 12
Windshield Post (32)	.... 50
Emergency brake assembly	.... 42
Foot pedal assembly (mechanical)	.... 32
Steering column and bearing block	.... 30
Steering wheel	.... 24
Column Drop	.... 14
Wiper and blower switch	.... 10

Master Cylinders and brake lines	.....	54
Battery Box	.....	42
Gearshift Assembly	.....	97
Tail, stop, and turn lamps	.....	ea. 18
License lamp	.....	ea. 14
License holder front	.....	20
Bumper extrusion front bar and rear bar	.....	68
T-Shirt (XL-L-M-S)	.....	5
Complete Ford line		
32 Front Fender (All Models)	.....	ea. 70
32 Rear Fender (All models)	.....	ea. 55
32 Dash (Roadster)	.....	ea. 28
32 Dash (5-Window Coupe/Sedan)	.....	ea. 32
32 Gravel Shield	.....	ea. 25
32 Frame Horn Covers	.....	pair 36
32 Fuel Tank Cover	.....	pair 38
32 Fuel Tank (Stock capacity)	.....	pair 95
32 Frame Rail Covers	.....	pair 120
32 Firewall (Stock)	.....	pair 75
32 Cowl Vent	.....	pair 25

Or if you wish to use a steel body, as I did on the first DOT ROD you can find them priced from \$50 to \$500. used.

You will of course save and reduce the over all cost of your DOT ROD. POLI-FORM has a complete line of fenders and miscellaneous parts to make your DOT ROD fully streetable for all weather areas.

POLI-FORM INDUSTRIES
334-A Ingalls Street
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