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[saskwatch](#) [📖](#) *PIX* 67/68 Repo Lower Cowl into 65 -

tire-kicker

Done **NEW**

#1383064 - 02/21/06 01:45 PM

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Reged:
02/03/02
Loc:
Burbank,
CA

I posted a question last week about the availability of a full lower cowl for a 65/66. As several people pointed out, Dynacorn is reproducing the full lower and full upper cowl, but only for 67/68. Which doesn't really help for my 65. Or does it?

I dove into some research and determined (as the 67/68 guys know from trying to get the cowl patches to fit) that the passenger side is contoured the same, but the driver's side is slightly different. However, the contour difference seemed of greater consequence in fitting a 65 piece to a 68 than vice-versa.

With nothing to lose but a little time, I went to NPD Friday night and purchased a 67/68 lower panel to see if I could make it work. I am glad to report that it went in without a hitch. There are a couple of modifications that I had to make, but nothing even close to what I'd call major. Overall impression of the piece was good: fit was great, contours matched even better than the patches I'd started on, required only minor adjustments in the corners, all alignment holes matched up perfectly. Other than the mods listed below, this piece pretty much dropped in. Thought I'd follow-up on this, in case any of the other 65/66 folks are looking at this as an option. Just for reference, NPD has these panels in stock now, part number is 02011-2A, although they only had 1 at the CA location.

Mods I had to make:

1. Remove extra brackets: My 65 cowl had only two brackets, one on the driver's side for the wiper motor, and one on the passenger's side for the heater. The 67/68 has three additional brackets as seen in the photo below (green arrows). I don't know that you absolutely HAVE to remove these, but they were just attached with spot welds, and hey, what's 10 or 12 more spot welds to drill out at this point. That's the new cowl on bottom 😊. Oh, and that white rectangle on the left is a piece of packing styrofoam I forgot to pull before the photo.



2. Wiper pivot holes: Diameter of these was a little smaller on the repop piece. Little quality time with the Dremel to widen them out a bit, and all was well.

3. Wiper motor bracket: As you can probably see in the photo above, the wiper motor bracket arrangement is different. The 65 uses a much larger bracket spot welded to the underside of the cowl. The 67/68 uses a smaller bracket at the lower mount, and a flanged portion at the upper. Here's another photo that focuses on this area:



After taking some measurements, the upper mounting holes on the new piece are flanged such that the height is the same as the bracket on the 65 piece. Using the 67/68 brackets, the wiper motor bracket mounts in the same plane as on the 65. The only issue is that the lower mounting hole pattern is about 1/2" narrower on the 67/68 than on the 65. I drilled two new holes in the motor bracket and slotted the area to allow for some adjustment. Wiper motor and arms mounted fine with no binding.

4. Driver's side air vent mount: On my 65 piece, the vent is mounted using a three-bolt pattern. The 67/68 uses a four-bolt pattern. Again, a little time with my friend the drill and all is well.


5. Grinding to fit: I had to grind down the very front of the piece a bit along the area where it mounts to the firewall. However, I'll note that the amount I needed to grind was less than what I appeared to need to grind off with the patch panels.

That's it. I bought this piece Friday night and had it welded in by early Sunday afternoon. That included time to remove the old piece. As you can probably see from the photos, my cowls were in pretty bad shape. They'd rusted through years ago, and the previous owner "fixed" them by cutting off the end caps and covering the holes with fiberglass. Awesome work. Anyways, hope this helps anyone else needing to do this between now and the time they start making the 65/66 pieces. Now if only they'd hurry up with a 65 top panel... If anyone has any questions, shoot me a PM.

Rob

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 **Re: *PIX* 67/68 Repo Lower Cowl into 65 -**
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#1383094 - 02/21/06 03:02 PM

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Reged:
01/18/04
Loc:
Roswell, Ga.


Thanks for this info. Good to know.

Greg Z.
'66 GT





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Mist Boy

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Done  [Re: [saskwatch](#)]
#1383130 - 02/21/06 04:09 PM

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Reged:
07/28/02
Loc: Kent,
WA

Excellent post!  

Karma does [indeed have fists](#).

-Bri-



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enthusiast

Re: *PIX* 67/68 Repo Lower Cowl into 65 - Done NEW [Re: [bbenthin](#)]
#1383204 - 02/21/06 05:47 PM

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#1383208 - 02/21/06 05:53 PM

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01/03/06
Loc:
Acushnet,
MA

Great post - this info will be very helpful on a fastback project I'm considering. Thanks for taking the time to share.

Jerry Wheeler
1965 Coupe - 351W powered
1965 FFR Cobra Roadster



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