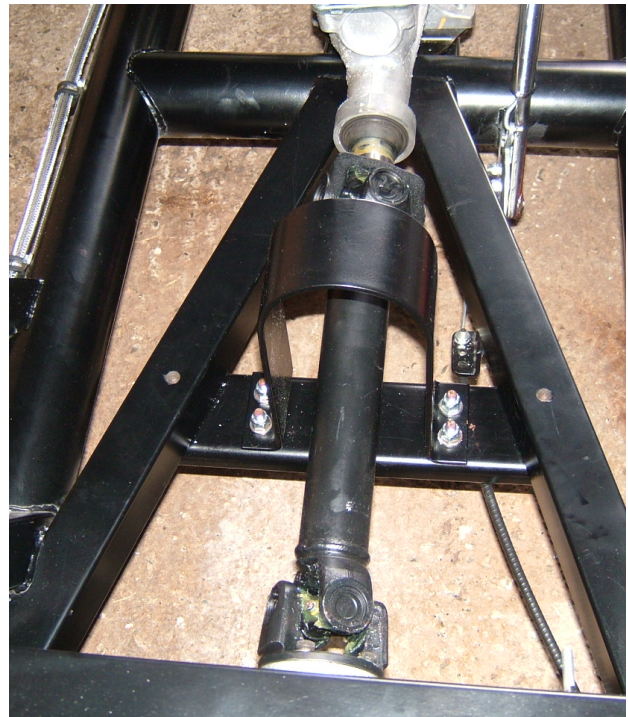


My Hawk build Part 12 by Stuart Clarke

The body goes back on!

The days are getting longer and it's getting warmer at last! There's a bit more of an incentive to get some more build hours in and hopefully I'll be able to fire the Hawk up before the winter sets in again.

I'd received the prop shaft hoop from Gerry so I thought I'd fit that. It comes in two parts with all the bolts that are needed. The support bracket bolts to the chassis then four holes need to be marked up and drilled so the hoop can then be bolted to the support bracket.



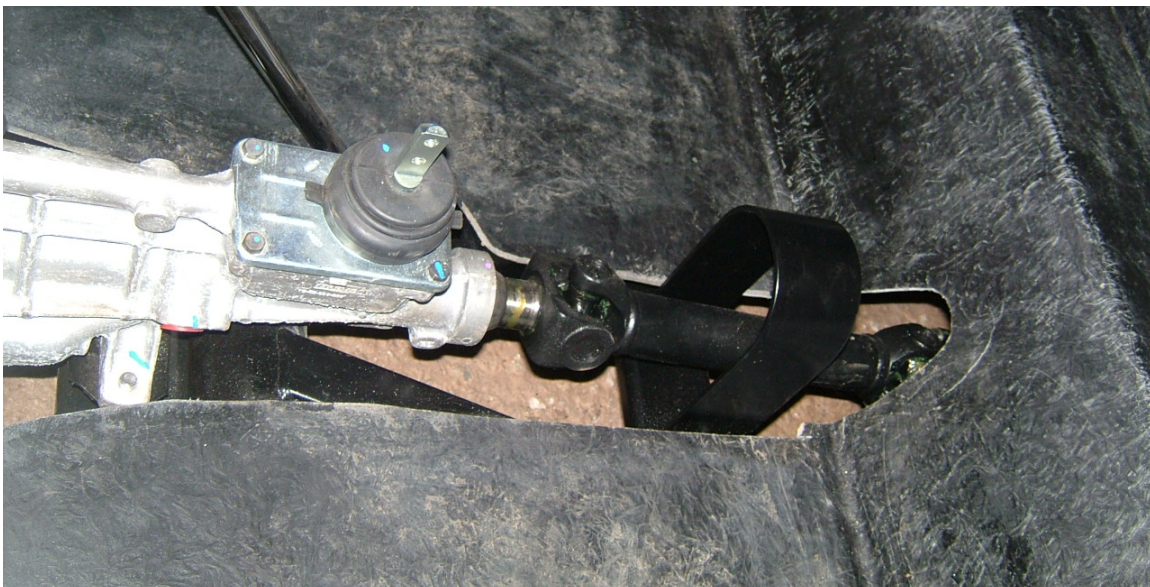
I see this a quite an important safety feature as should the prop shaft snap, or become detached from the diff, then whatever is left would flail around in the vicinity of ones nether regions!

I did some measuring up of the body shell and chassis and found that the body shell would need some areas cutting out prior to fitting.

These areas are around the prop shaft and the prop shaft hoop.



It's important to remember that the rear axle will move up and down so it's best to leave some room! There's a decent sheet of marine ply laminated into the floor of the hawk body shell, so a good jigsaw blade is needed!



I had the help of 4 friends to lift the body back on as it's a little more fiddly putting it on than it is taking it off.

Before...



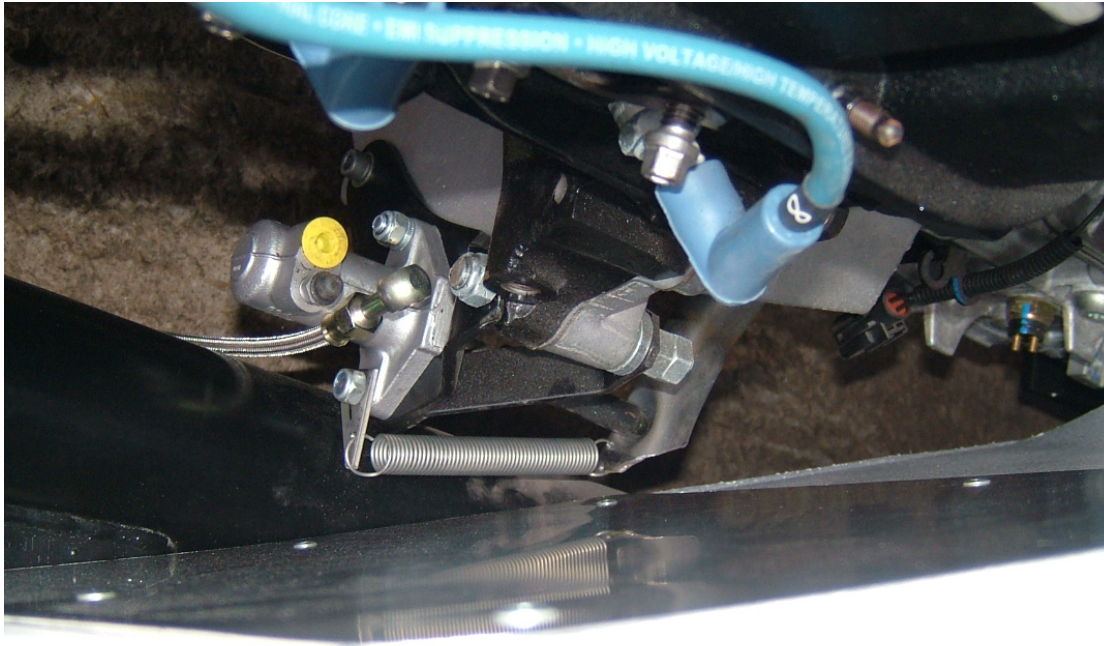
and after...



It looks like a car now!

There was one little issue that needed sorting namely the clutch fork!

It had already been shortened by Gerry so I thought that was good enough, but when I put the body on there was no way that it was going to work. I got the engine lifter on the front of the body, lifted the front end of the body up and with a combination of hacksaw, dremel and drill, I shortened it a bit more.



I hope that is short enough as it's a bit of a pig to get to. I'll find out when the pedals are in and the clutch line is juiced up.

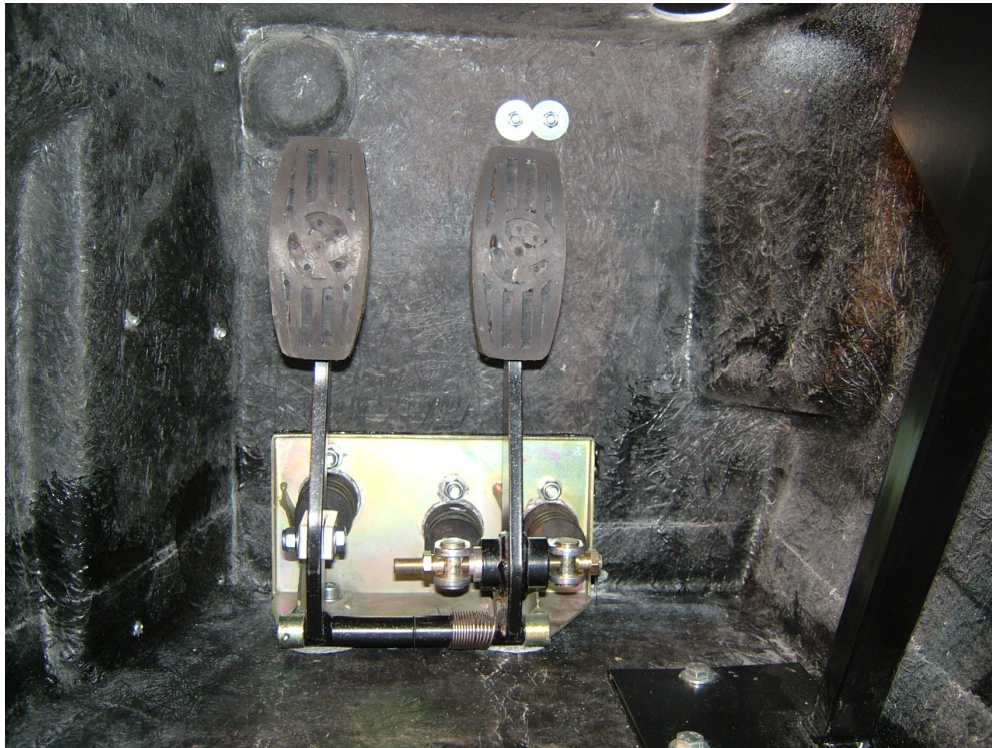
If you are going to buy a Hawk and are considering building the rolling chassis with the body off, then make sure you mark the chassis where it is covered by the body and the extent of the inner wheel arches and foot wells. It'll make things much clearer and easier when you need to know if things will fit!

With the clutch fork shortened I could fasten down the body. There are only 20 bolts to fit and it took me about 3 hours to fit them. The scuttle frame is under quite a bit of tension and the 8 bolts that bolt this to the body and chassis are the worst. Although I don't agree with hammers in engineers toolboxes, on this occasion I had no choice and I had to adopt the saying "It's within tolerance, you just need a bigger hammer!"

Next up on the “to do list” was fitting the pedal box.

I'd already cut the hole in the footwell but couldn't fit it before as the pedal box bolts down through the floor and through a flat plate section on the chassis.

The GRP floor to front face of the pedal box wasn't quite 90 degrees so I lifted up the front of the pedal box using two of the circular GRP cut outs that I cut, when I cut the pedal box hole, using a hole saw. These were ideal for the job! I marked and drilled out the holes in the floor and then put a bead of Seelastik (flexible sealant) around the pedal box. This is to ensure that any water splashed up into the engine bay doesn't find its way into the footwell! The pedal box was bolted down (not forgetting the GRP spacers at the front) perfect!



I've got the Hawk pedal rubbers fitted as these are needed for the IVA.

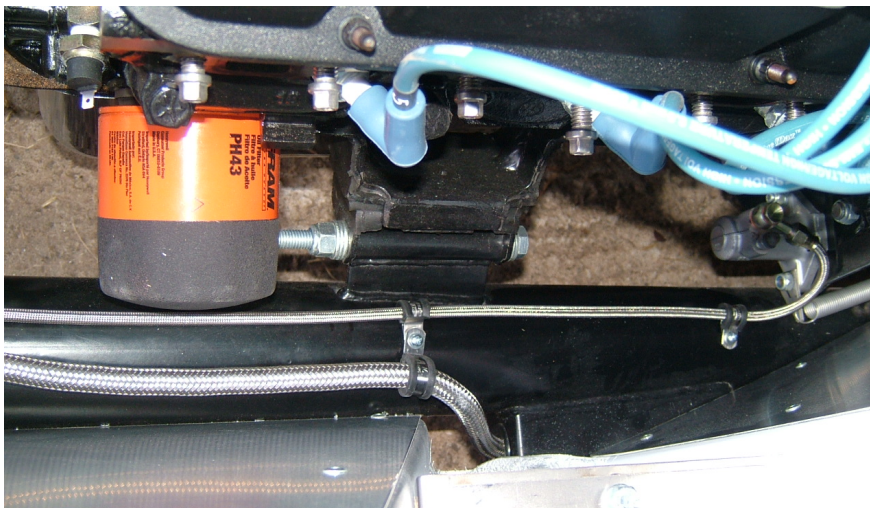
The master cylinders were fitted and I sealed around these with aluminium coloured silicon sealant just for good measure!

With the pedal box fitted, this gave me the opportunity to finish installing the brake lines and the clutch line.

I just needed to choose which brake line went to which master cylinder and connect them up.



The clutch line was basically the same idea.



Next up were the reservoirs.

The bracket was already fitted. This is a nice polished stainless steel bracket that Gerry supplies. The only thing I needed to get as an extra was 3 7/16UNF nuts to hold the reservoirs in place. The hoses were supplied by Gerry so it was only a 10 minute job to get the reservoirs in place and to connect them to the master cylinders. The only thing to check was that the two reservoirs with the level indicators were connected to the two brake master cylinders.



Another step closer to finishing.