My Hawk build part 18 by Stuart Clarke

Anyone for Spaghetti? Part b.

Next up on the wiring front is the engine bay loom. As mentioned in the previous article, I'd installed the fuses and relays under the dash area. This seems, so far, as if it is going to work out OK.

I'd already fitted the grommet through the bulkhead and I could now feed the engine bay harness through into the engine bay. I planned to run the loom under the lip so that it is suspended over the throttle linkage area. I could then attach some P clips, drilling and countersinking from above as later these fixings would be covered by the sponge strip that fixes to the bonnet recess.



From below and from above....



This should give me plenty of room for the throttle linkage. It's not too critical that it looks neat under the wing, as you need to be a contortionist to get that view (if the engine has already been fitted). It's neat enough for me. The next stage was to run the loom down to what would normally be the starter motor. As already mentioned I'm fitting an ammeter so I'll be fitting an insulated stud and running this part of the loom to the stud and then to the starter motor via the ammeter. This is for the ammeter to measure all of the current that flows to the loom and also to register what the alternator is generating.



I was informed that the red and white wire is used to trigger the solenoid on the starter and that the yellow and white connection isn't required. I'm not entirely convinced, but we shall see. I had to lengthen these and also most of the connections to the coil and ballast resistor.

I could then continue to fit the loom along the offside wheel well. It wouldn't fit under the lip but I thought that running just under the lip was neat enough.



The loom then splits with the connections for the offside lights and rad fan thermo switch continuing under the lip and the rest of the loom with the connections for the rad fans, horns and nearside lights dropping down and attaching to the chassis cross brace.

I attached the loom to the chassis cross brace with cable ties as I still wasn't sure how I may upgrade with radiators in the future. It all looked neat enough.



With the light connections, I drilled through the inner wheel well, fitted a suitable grommet and fed the loom through. I then picked up on the bolts that bolt the radiator to the body and fitted P clips to these to secure the loom. I then fitted a four way connector for the headlight and a two way connector for the indicator.



I did the same on the other side too.

The last bit on the engine bay loom was the connections on the engine. I was using mechanical gauges so I didn't need to fit senders for the pressure and temperature.

I modified the loom slightly to join it all up with the alternator connections and then P clipped the loom to the water pump fixings.



Owing to my set up I only needed to connect to the distributor bullet and also to the oil pressure switch, which is down by the fuel pump blanking plate. I left the unused connectors in place, just in case.

This made quite a neat job of it.

That's the engine bay wiring just about done. I could now make a start on the dash.

Hawk Cars supply a number of different style dash boards. I had a 289 roadster SVA / IVA version. This has recessed gauge locations that allow the "V" bezelled Smiths Cobra gauges to sit back and reduce the issue of the unradiused V bezels. I had SVA / IVA compliant gauges so it wasn't really a problem.

I was making this dash to suit the standard Hawk Loom. I was going to use an Ammeter, Fuel gauge, Mechanical Oil and Water temperature gauges and a Mechanical Oil pressure gauge, Mechanical Speedo and a Tacho. All the gauges are Smiths Cobra. I'd already cut out the area for the steering column. The plan is to make an IVA compliant dash.



Where the clock would normally fit is where I'm fitting the Hazard switch. The gauge holes were cut with a 54mm holesaw and the switch holes were cut with a 16mm holesaw and I increased the hole size with the dremel. I plan to fit the tacho left of the steering column and the speedo in the glove compartment area as I can imagine in the normal location it'll be obscured by the steering wheel spokes.

The holes need to be large enough to allow for the covering material to be layered through the holes and adhered to the back of the dash.

To relocate the speedo, I made a pattern of the glove box opening and cut some 6mm ply to make a recessed hole for the speedo. This was glued onto the GRP dash.



I then covered the whole dash with 6mm foam, again compliant rather than authentic. I applied a light dusting of spray glue, just to hold it in place more than anything.



I then covered the dash with leather cloth. It was an off cut from Woollies that only cost a £10.00 and there's enough for another two dashes! Anyone that wants me to cover their dash for them can ask the question but they probably won't like the answer!

The foam doesn't make it easy in respect to creases. I finally got somewhere close to acceptable but there were still a couple of creases. I'm sure that the IVA tester doesn't give negative points for aesthetics!

I fitted the switches and gauges that I have. I've yet to order the speedo as I need to perform the mechanical speedo cable calibration routine, with the cable in place before I can order the gauge with that info provided.



I was happy enough with the result. (For a first time anyway)



In theory, the Lucas switches should be fine as they are located within the steering wheel exempt area. They just need decals to signify their operation. I've just got to add the LED for the immobiliser and the decals for the switch operation.

I can fit the dash when I've got the headers fitted; so I can refit the steering column the list is still endless!