





WINDOW LOVERS*

The finishing touch...art,
design, and craftsmanship.

FEATURES

- *fully assembled*
- *easy installation*
- *minimum visibility
obstruction*
- *tilt-up feature*
- *epoxy coated -
flat black*
- *theft proof*

* \$385





WINDOW LOVERS*

The development of the MIND-TRAIN Window Lovers actually goes back to April of 73 when I first bought my 72 Pantera. The rear "window" opening as it came from the factory left a little to be desired. The simple black trim soon became clogged with wax and looked a sad mottled grey.



The earlier DeTomaso Mangusta was visually exciting when compared to the flying buttress look of the later Pantera roofline. However, the lift created by the wing-like fastback shape led to high speed instability.

The rear window louvers available for other sports imports such as the 280Z seemed to be the answer. It visually recreated the fastback look with the exotic touch of the famed Lamborghini Miura.

In late 1974, Roger Chastain Associates from Florida began advertising their own "Shadow" for the Pantera. Their louver first became available in early 1977. The louver is available from Mind-Train for \$150.00 postage paid. However, their louver has several drawbacks. The individual slats that make up the louver are not aimed to block the sun's rays nor aimed to minimize rear view obstruction. Many of the slats twist from center to edge. The slats are made simply to sit on top of the rear deck. Also, because the unit attaches with screws, it must be removed (not easy) for cleaning of the rear deck or louver.

In June of 1976, we began negotiating with Korke's Kustom Industries to develop a louver for the Pantera. At the time, they were the largest and best louver manufacturer in the country. Several months and 5 louvers later, we advertised their louver for sale. We were promised that the imperfections of the prototypes would be corrected







in the production models. However this never happened. Subsequent Korkes Industries louvers became worse and worse in quality of workmanship and construction technique. In other words, what promised to be a good improvement to the Pantera turned out to be junk because of quality control.

All that remained to be done was for MIND-TRAIN to buy a bandsaw, brake, and other miscellaneous sheet metal equipment and construction of the first MIND-TRAIN Lover began. It took three of us six solid weeks of building to make the first "Lover" along with patterns and jigs necessary for consistent and non-compromising quality. Each slat is individually aimed and solidly attached with at least 10 rivets. Our Lover is rubber supported in the center the full length of the deck lid and on the sides with four quarter turn quick release aircraft fasteners. The fasteners are waterproof and allow tilting of the "Lover" for easy cleaning of the deck lid. We even provide a support rod and extra rubber footed dummy feet to be used when washing the car.

Thorough and beautiful. A bargain at \$385 when others are available for \$150.





MIND-TRAIN *Enterprises*

INSTALLATION INSTRUCTIONS FOR MIND-TRAIN WINDOW LOUVERS

(IMPORTANT!)

Thank you for your order. Included in this carton is the MIND-TRAIN "Window Lover" you ordered and an installation kit. Please read the following instructions carefully before attempting to install your louver.

Great care was taken in the design, hand assembly, and packing of your louver. We are asking that you carefully read these instructions and follow our recommendations for a quick and sanitary installation.

CONTENTS

COMMENTS

1 - Louver assembly	---
1 - Support Rod	for holding louver up while washing deck lid
1 - Installation Kit:	
1 - Riveting Gun	for final attachment of fastener cups
~10 - Countersunk rivets	to be used with above
1 - center front spacer	} to locate louver properly on deck lid during installation
2 - side height spacers	
1 - #30 drill bit	to remove (drill out) rivets temporarily holding fastener cups
1 - scribing tool (bent welding rod)	--

NOTE: You (or the person you have install your louver) will need the following:

Electric drill

Rat tail file

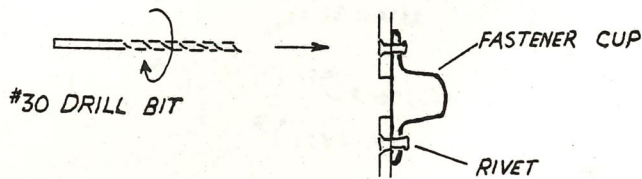
7/16" drill bit

CRITICAL JUDGEMENT

1966½ S. Robertson Blvd. Los Angeles, CA 90034 (213) 836-4106

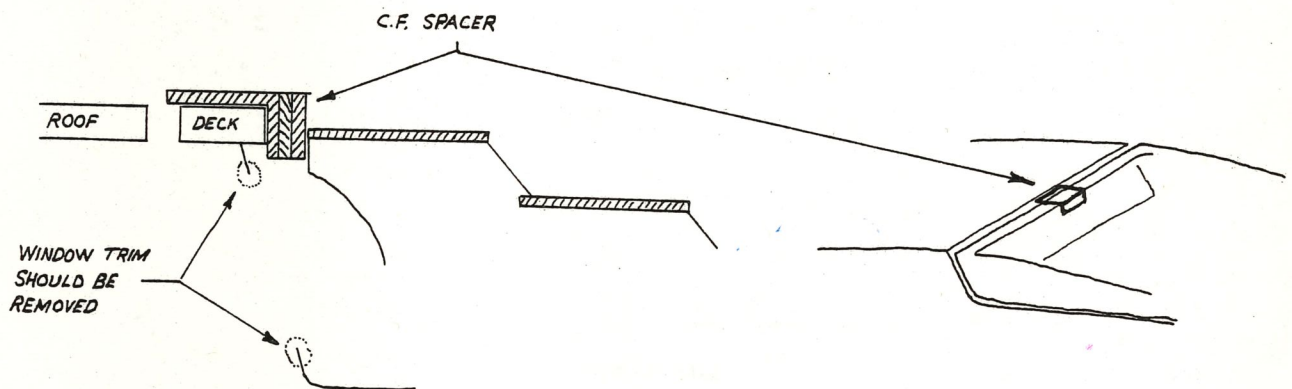
INSTALLATION INSTRUCTIONS

- 1) Remove four (4) fastener cups by drilling through each of two (2) rivets holding cup to louver. Use #30 drill bit provided.



Once the rivets are drilled through, the cup can be removed easily. **SAVE CUPS!**

- 2) Remove existing moulding around window on deck lid.
- 3) Place center front spacer on top of rear deck lid as shown.

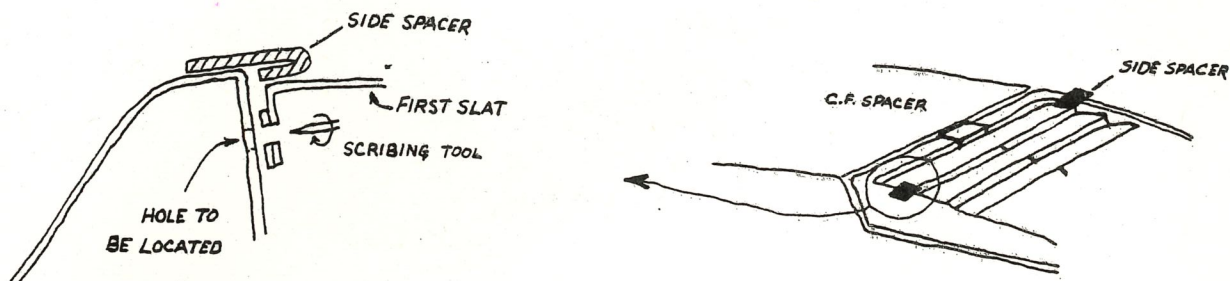


(SIDE VIEW)

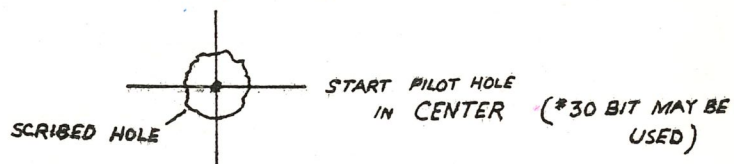
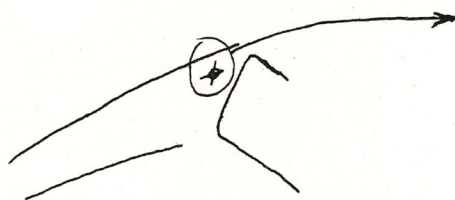
- 4) Place louver on deck lid making sure the first slat comes in contact with the center front spacer (see diagram above).

Make sure that with the louver so placed, the rear of the louver aligns properly. That is, both rear feet (where rear cups were attached) should be able to come in contact with deck lid with slight downward pressure. (Rubber trim along sides may have to be trimmed to allow this - ~~optional, don't need.~~)

- 5) With center front spacer still in place and louver properly aligned (step 4), we can now proceed with the installation of the front fasteners. To locate the exact height of the first slat, the side spacers should be used. This spacer is used at back corner of the first slat (as shown below):



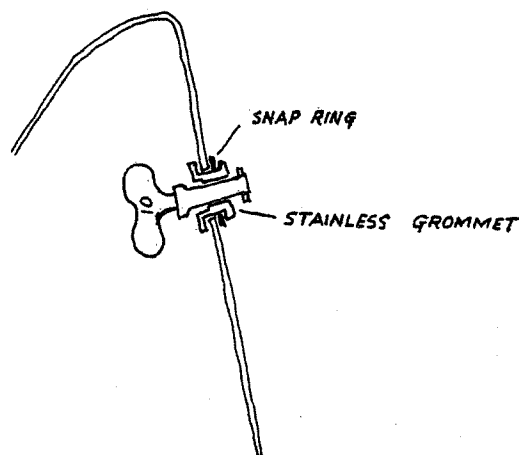
With the spacers in place, scribe through front holes in louver to determine proper location of hole through deck lid. You will have to scribe with the deck lid raised so that you can bring your arm through the window (you will need assistance).



Remove louver and drill pilot holes. Enlarge to 7/16" diameter in a series of steps.

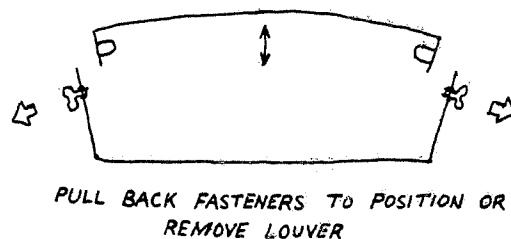
6) Front Fastener Installation:

Carefully ream out the 7/16" diameter hole to fit fasteners (use rat tail file). Enlarge the hole bit by bit until the grommet slips through the hole. Fit snap ring to retain fastener, after both front fasteners (use the ones marked #10) are installed.



7) Reinstall two (2) of the four (4) cups removed earlier over the front holes with rivet gun and countersunk rivets provided.

8) Pull back both fasteners and place the louver on deck lid.



You should now be able to fasten the front fasteners to the fastener cups. (Use the slot provided in the side spacer if the fasteners are difficult to turn - a 90° turn will lock or unlock them.) If the holes were located and drilled through the deck lid properly, the "lover" will still be aligned correctly and you may proceed.

9) Rear Fastener Installation:

Holding both rear feet to the deck lid, scribe holes as before (use bent welding rod provided). Remove the "lover" and reinstall remaining two (2) fastener cups to the feet.

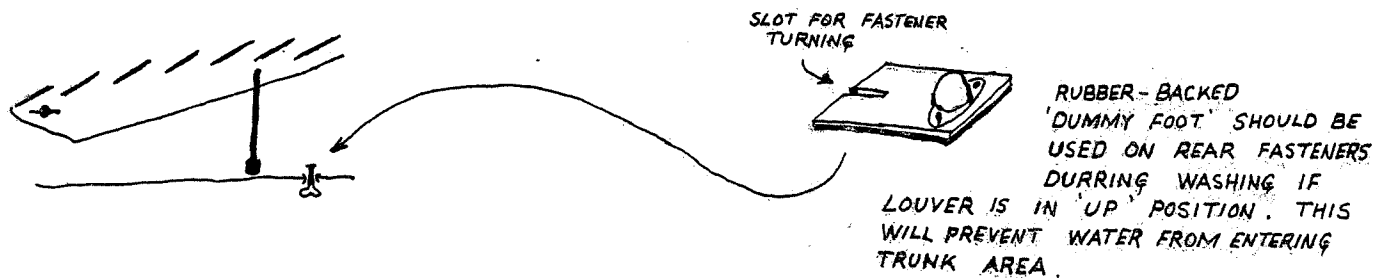
Drill and enlarge hole and install #7 fasteners to deck lid as in step 6.

10) Replace and fasten "lover" to deck lid. You have now finished!

* * * * *

Notes:

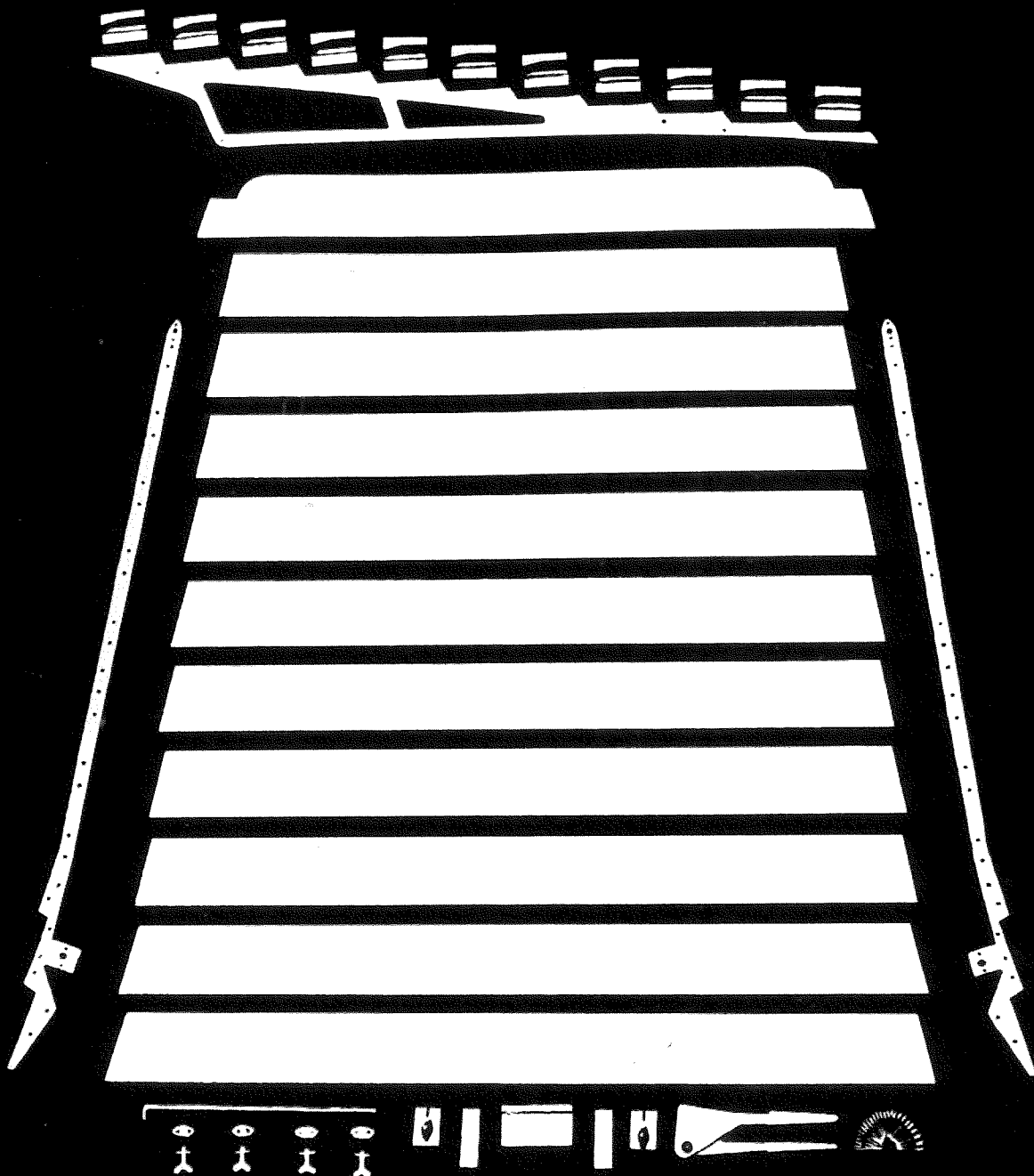
The rubber footed support rod will hold up the louver for easy cleaning of deck lid.



If front fasteners are unlatched for removal or cleaning, always be sure to refit them before driving.

If you should have any questions, please call collect and we will be happy to answer them.

Thank You.



SPECIFICATIONS

ITEM	MATERIAL	QUANTITY
CENTER RIB*	.080" THICK - 5052-H32 HALF HARD ALUMINUM	1
SIDE STRUT	.080" THICK - 5052-H32 HALF HARD ALUMINUM	2
L SUPPORTS	.080" THICK - 5052-H32 HALF HARD ALUMINUM	22
SLATS	.080" THICK - 5052-H32 HALF HARD ALUMINUM	11
FASTENERS:		
WING HEAD STUDS†	STAINLESS STEEL	4
GROMMETS	STAINLESS STEEL	4
SNAP RING	COBALT ALLOY	4
RECEPTACLES	SILICONE BRONZE WITH BRASS CUP	4
RIVETS:		
FLUSH HEAD BLIND	ALUMINUM	94
ROUND HEAD BLIND	ALUMINUM	22
SUPPORT ROD: (RUBBER-FOOTED)	¼" ROUND ALUMINUM	1
DUMMY FOOT: (RUBBER-SEALED)	ALUMINUM	2

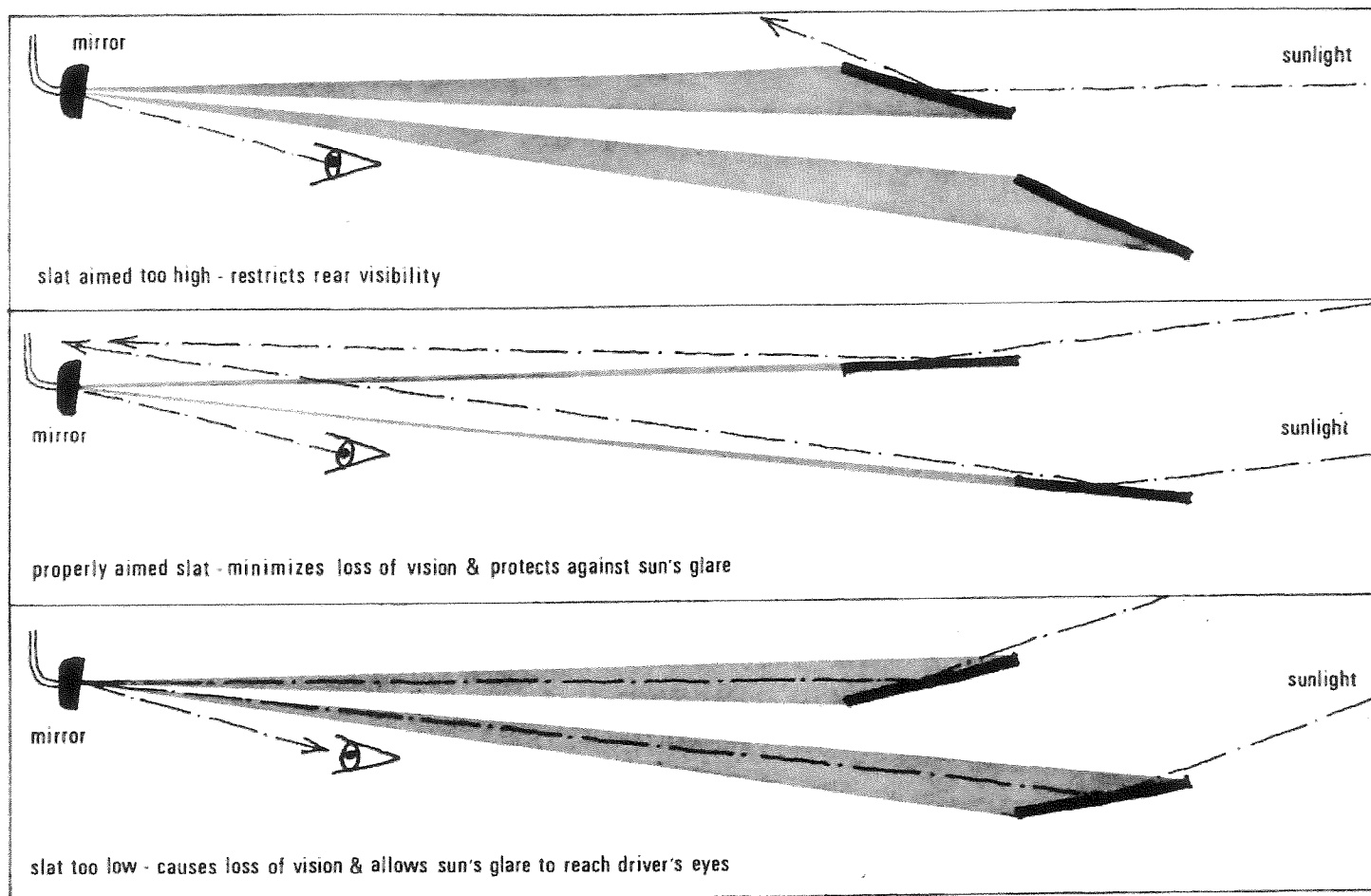
*Non critical areas cut-out to reduce weight and aid vision when looking over right shoulder.

†1050 lbs. ultimate shear and tensile strength. 700 lbs. rated shear and tensile strength.

To be used during washing of deck lid (with cover in lifted-up position) to prevent water leakage into trunk.

Each unit is hand assembled and visually checked on a Pantera deck lid. The slats are individually aimed with respect to the driver's angle of vision (to minimize obstruction) and are fitted to the center rib and side struts to a $\pm .020''$ tolerance. Each slat is then riveted to the rib and struts with countersunk aircraft pop rivets.

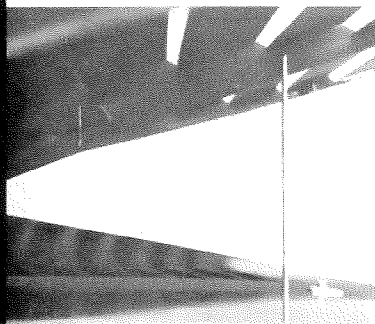
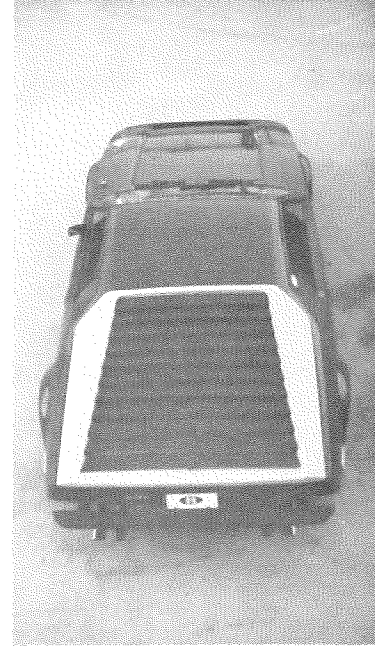
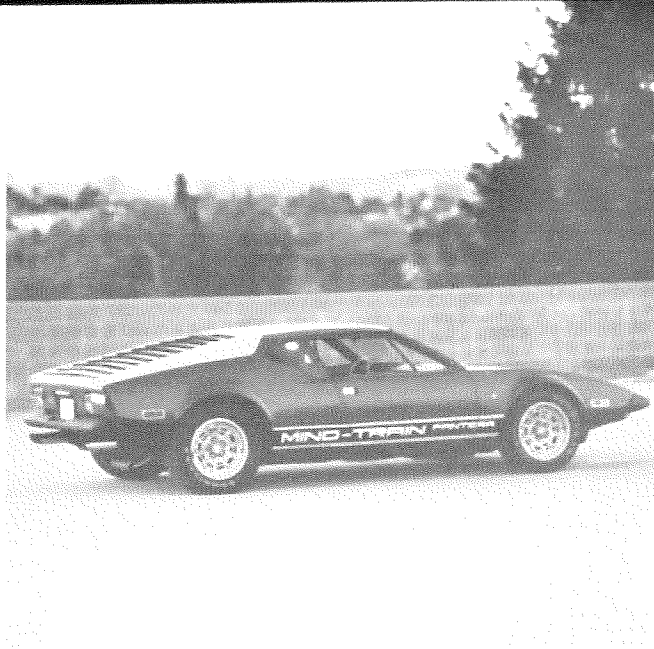
PROPER AIMING OF SLATS



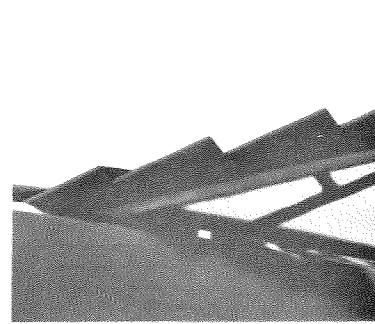
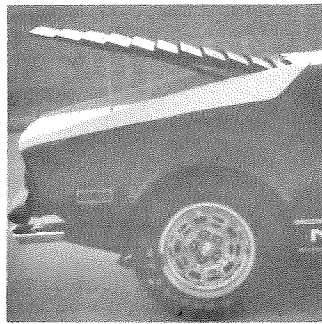
Our "louvers" are secured to the deck lid at four points utilizing concealed winghead Camloc fasteners. (Camloc fasteners are used in the aircraft industry and are similar to Dzus fasteners.) The two forward fasteners attach to the side struts and double as in-line pivot points. The remaining two hold the rear down and are quickly unlocked to allow tilting of the louver for easy cleaning of the deck lid. A rubber-footed support rod is provided to eliminate the need of a buddy to hold up the louver during cleaning.

Each of the four holes that must be drilled in the deck lid is grommet protected. Each fastener is also of the weather sealing type (against dust, air, and water). Neoprene moulding is used on the side struts and center rib to protect the paint.

An additional benefit of the design of our louvers is protection against theft. Since all four fasteners are locked or unlocked from under the deck lid, a trunk key would be necessary to remove it.



- FEATURES :**
- Minimum Visibility Obstruction
 - Sturdy Construction
 - Easy Installation
 - Tilt-up Feature
 - Theft Proof



³⁸⁵
 COST - \$285-
 (INCLUDES SHIPPING)



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