

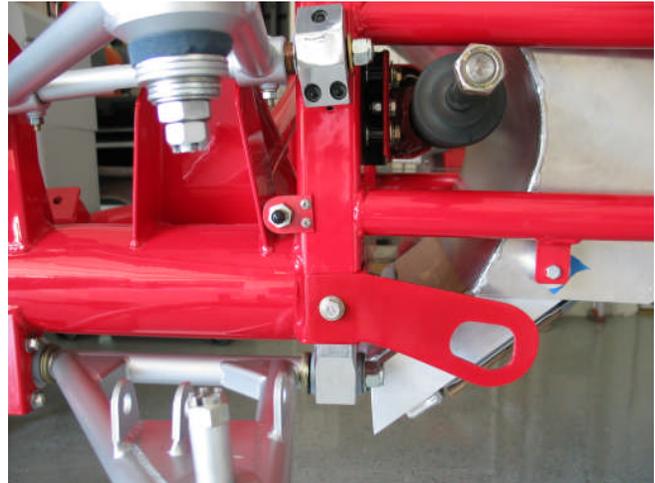
Custom Tow Hooks

Part of wanting a nice clean floor was the fact that when I'm working on a project car I like to lay on the ground under it to visualize how I'm going to do something before I commit time and money to the effort. Like how to run the brake lines, the gas lines, radiator clearances, etc. On one of these thoughtful excursions the thought hit me – When I have this towed to the muffler shop, paint shop or wherever, what does the tie down straps get attached to? Since my rides are never trailer queens, I don't often worry about it and my last ride – an NAF Cobra was pretty sturdy underneath so running a tow strap around the 9" rear axel and around the front Mustang II lower rods didn't bother me. Now I've got a Jaguar rear with billet lower arms and an Accurate Machine Products (AMP) front suspension which I really do not want to put any stress on at all. Wow! What to do.

Let's return to the laying around on my back side... As I was mulling this problem over in my mind I thought of the factory tow hooks I had taken off my 1970 Torino GT way back when. They were simple 1/4" flat steel that had a hole cut in it for a tow hook and they were bolted to the frame at the corners. Could that work on a Daytona Coupe and look good at the same time?

The first problem was where to put it as there is not a lot of spare frame space or attachment points – especially with a four inch main round tube frame – to get fancy with so let's start with the front. I had an idea so I started with my trusty foam core, exacto knife and hot glue gun. I made a couple of mock-ups that would attach via the front lower arm attachment bolts to the frame and point forward and down. Once I had the basic shape and positioning I cut a center hole into it for the tow strap and took it to my local Ekhart Trailer shop where I tend to get the simple welding done and had him cut and weld me out a set using 3/16" flat steel.

Once home I checked the fit and drilled the attachment holes, checked fit again and cleaned up the parts. Out came the trusty Eastwood Powder Coat kit and some matching color to the frame and bingo! Factory original attachment points on a Daytona kit



Foam core \$5, Welding and parts \$65, laying under the car admiring the work – priceless!

