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## How to Install a Go-Wing Installing First Place Auto Products' Go-Wing To Go

photographer: Steve Dulcich

Back in the heyday of the musclecar era, the option sheet was where performance fans went to satisfy their appetites for performance and style. Take your average, plain-Jane '71 Charger, for instance. Likely you'll find the standard utilitarian bench seats dominating an earth-tone interior, big rectangular gauge cluster sans tach, column shift, 318 2V, 904, drum brakes, boulevard suspension, a hood as flat as a flight deck, puny steel wheels with skinny bias plies dwarfed by the huge wheelwells, and the bold body lines concealed by an inoffensive color such as April Green Metallic or Tahitian Walnut Metallic. Back in 1971, this was as close to urban camouflage as you could get, which suited many a new car buyer to a tee.

Order up the correct options, and that same basic shell is transformed into one of the brassiest movers ever to roam the boulevard. Ask for the twin high-backs facing a radical full instrument cluster and thick-rimmed Tuff wheel. Add a console housing a Pistol Grip or SlapStick, take your choice, and the driver's quarters are ready for road duty. Raise the performance ante with an E86 or E87 440, or Hemi. Choose the Track Pack or Super Track Pack, with pavement-smashing heavy-duty suspension and disc brakes to bring its capabilities to the ground.

Outside, start with the R/T package, and pick up the Power Bulge hood with the wild louver treatment or the insane pop-up Air Grabber, complete with chew-ya-up Ramcharger graphics. Fill up those massive wheelwells with the appropriate 15x7 Rallye wheels shod with fat Polyglas tires. Make your intentions known with the uncivilized R/T stripe package, and a screaming high-impact paint color. Garnish with chrome hood pins, and those savage machine gun flash-suppressor-style exhaust tips. That nondescript Charger becomes one of the boldest performance statements of the era.

Still not enough? Dig deeper into the option list: hidden headlamps, color-keyed bumpers, and dual racing mirrors. Finally, pull out all the stops and check off code A45 for the Spoiler Package, complete with the Go-Wing rear-deck airfoil. This piece was the last word in performance styling options available at the time. Although a rather rare option, its bold statement has left an indelible impression in the minds of the Mopar faithful.

While it's quickly closing in on 30 years since Mopar fans had their chance to play the options game with factory-new offerings, the same gluttonous appetite for performance and style has us playing the same game in a variety of ways. Optioning-up, cloning, or just trying to piece back together missing original parts, has left many of the performance pieces in scarce supply. Near the top of this list is the unequivocal Go-Wing. While a variety of universal pedestal mount wings have been offered by the aftermarket for years, for the devoted Mopar fan, if it's not true to the original form, it just doesn't seem right. Until recently, locating a correct Go-Wing has been virtually impossible.

We were intrigued to hear that First Place Auto Products had available reproduction Go-Wings, in both the early style and the '71 version with the swept-back tips. With a '71 Charger R/T in our possession begging for one of these rare wings, we put in a call and our new wing was promptly received.

Wow! Every once in a while the after-market delivers a product that really makes you take notice, and the Go-Wing from FPAP is one of these rare cases. The wing kit consists of the plastic (as stock) airfoil, cast pedestals and angle adjusters, inner reinforcing brackets, and a fistful of unique attachment hardware. The quality of the pieces makes it clear these guys are as serious about their products as we are about our cars. This Go-Wing is the real thing.



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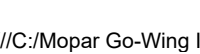
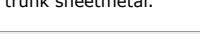
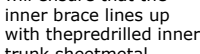
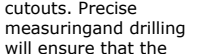
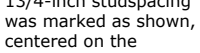
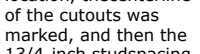
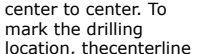
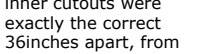
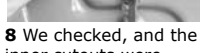
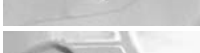
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**8** We checked, and the inner cutouts were exactly the correct 36 inches apart, from center to center. To mark the drilling location, the centerline of the cutouts was marked, and then the 1 3/4-inch stud spacing was marked as shown, centered on the cutouts. Precise measuring and drilling will ensure that the inner brace lines up with the predrilled inner trunk sheetmetal.

**9** Make sure your measurements are correct; this is the point of no return. To prevent the drill bit from walking, center-punch the decklid (ouch!). Have a buddy back-up the center-punch location with a block of wood (backed with a towel to protect the paint) to prevent distorting the sheetmetal.

**10** Use a 9/32-inch drill bit to punch four holes in that virgin sheetmetal. Back the area with a block of soft wood while drilling to prevent panel distortion. (Can't use a towel this time, but masking tape will work).

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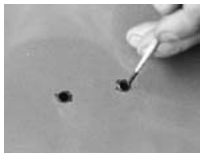


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### How to Install a Go-Wing



**11** Use an anticorrosive primer on the bare metal edges of the holes.



**12** Carefully drop the wing into position.



**13** The Go-Wing bolts to the outer sheetmetal with the provided special nuts. Use a dab of body dope on the backside of the nut to seal out moisture.



**14** Install the screw clips to the outer panel (arrows), and thread on the inner brace locators.



**15** The inner braces are screwed in next. Make sure the locators are screwed in far enough to be clear.



**16** Bring the locators up until they have zero clearance against the brace, and fasten with the nut-and-lock washer, while using a second wrench to hold the locator in position.



**17** The angle of the wing is adjusted at the pivot, and cinched down with a lockbolt.

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