

CONVERTIBLE PAN HALF REPLACEMENT MADE EASY

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PHOTOS BY HENRY Z. DE KUYPER

There is a myth instilled into the heads of most VW lovers that convertible pan halves (like all other convertible parts) are convertible only, not available, over priced and, therefore, out of reach of us mere mortals. Others believe that the pan halves have an extra support along the outer perimeter. Well, all of the above are false. The outer supports do exist, but they are on the lower rockers of the body, not on the pan halves. The truth is convert-

ible pan halves are the same as sedan pan sections except for one thing: the jack support. On a convertible, the jack support is part of the rocker and not welded to the pan like on a sedan.

I can already sense all the purists starting to write me nasty letters, but if you can find—and afford to spend lots of money and time—original, convertible-only pan sections, be my guest. I, on the other hand, contacted Wolfsburg West in Anaheim, Calif., and ordered up a set of pan halves for my '71 Convertible project car. Yes, it's that simple. Just order the sedan pan sec-

tions, and once you receive them simply remove the jack supports. Now, in my opinion, the only way to replace the pan sections is to remove the body from the pan. I've watched a guy install pan halves without body removal and it looks all right, but in the amount of time and effort he spent lying under the car, crouching, cutting, welding and burning, he could have just removed the body. If you don't have a lift to remove the body like I did, just call up four of your buddies; this produces the same result. For the average enthusiast this project should take a couple of days.

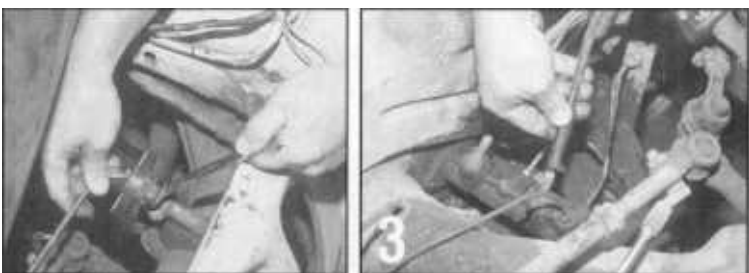
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Before any of the actual pan section replacing can begin, I needed to remove the body from the pan. I like to start from one end of the car and work toward the other end. Before you do anything, disconnect the battery; if you don't you could get a shock when you disconnect the alternator. Next, the fuel tank has to be removed by loosening the four fuel-tank bolts, and the fuel-sender cable and wire.



Remove the two bolts that hold the front of the body to the front suspension.



Now remove the steering coupler from the steering box (two bolts), then remove the brake lines from the brake reservoir to the master cylinder.



Remove the circlip or cotter pin which holds the speedo cable to the front left wheel, then pull the cable out from the backside of the spindle.