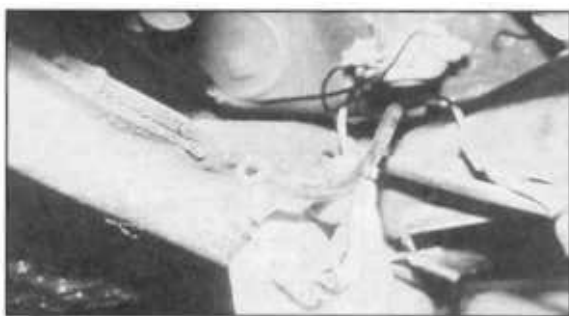




**5** From the bottom, remove the four front bulkhead bolts and remove all the body bolts from both sides. Before removing the body bolts you might want to spray WD-40™ or Liquid Wrench™ on the bolts to help loosen the rust.



**7** Under the rear seat you will find four pan bolts; remove them. The other two bolts are usually covered over with dirt or tar insulation so you may have to dig them out.



**8** Next, remove the breast tin and the coil wire (black), oil-pressure switch wire and the wires to the generator.

**6** Remove the rear wheels to access the rear body mounting bolts. These bolts have been exposed to the elements from day one, so they tend to break easily. While you're there remove all wires from the starter.



Now you can remove the body. If you don't have access to a lift and you have recruited some friends to help you remove the body, remove the seats and the shifter first.



**10** Here is the subject pan: rusted, tattered and awaiting restoration.



**11** Remove the pedal assembly and the metal brake line which runs from the master cylinder to the rear of the car.



After the spot-welds have been removed, clean up the lip of the tunnel with a disc sander, creating a clean surface for welding.

**12** Next, remove the old floor sections. I took a sawzall and cut around the perimeter, removing the bulk of the floor section. Then with an air chisel I removed the remaining floor section, which is spot-welded.

**13**