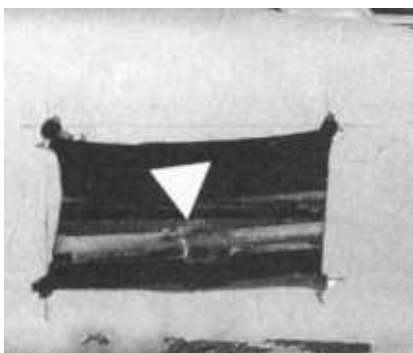




**ABOVE LEFT**, one hour later, our newly sandblasted pan looks a bunch better for only \$35. **TOP RIGHT**, to gain access to the center clutch tube weld, a small "window" had to be cut into the tunnel. Drill four pilot holes and then use an air chisel (note protective ear and eye wear).



**ABOVE**, arrow points to the broken tube bracket that must be rewelded.



**ABOVE**, Tim Orchard used a MIG welder to put things back together. Be careful not to distort the tube. **BELOW**, moving to the front tube mount, a window was cut into the top of the tunnel. Here again, the tube needs to be rewelded back to the bracket.



**ABOVE**, with the tubes fully rewelded back to their brackets, the panels can be welded back into place. Carpeting will cover this later. **BELOW**, since our pan's rear floor jack brackets were removed, we reinforced the pan with an extra piece of sheet metal.



stripping it. If you plan to use another pan, let's say you want to update your old Bug with a later model sedan pan with a ball-joint front end and IRS rear suspension, you have to locate one. For this particular story, our plan was to find a '69 or later pan to be used with an early Bug body.

Our search for an IRS pan brought us to a scrapyards where we found what we were looking for at VWs Only in Hesperia, California. We located a clean '70 pan still bolted to the body for \$100 with pink slip (important for proper registration). The yard removed the body and suspension parts we really didn't need and loaded it into the back of our pickup.

There are a few important areas that you should take a close look at before you purchase any floorpan. One of them is rust — especially in the battery box area and underneath the tar boards. If you can poke a screwdriver through any of these areas, pass and look for another pan.

The other area is the front bulkhead or where the front suspension bolts to the pan.

With years of dirt and grease it's sometimes difficult to tell if the car has been in a hard front-end accident. Before you unbolt the front suspension (if possible), look at the bulkhead. Does it fit against the two suspension tubes or is there a gap between them? Are the mating flanges straight? Sometimes a body shop will fix the apparent damage and not get into the hidden problems. Our floorpan was hit hard — real hard — but it wasn't until the body was removed from the pan that we noticed the damage. Closer examination of the old body

revealed that it was indeed hit hard on the right corner, but the body shop only fixed the fender, hammered out the front apron and replaced the front beam. They left the bent floorpan as is and we're sure this car had to handle poorly and pull to the right.

To repair such a problem requires major league equipment, something only a large body shop would have. We took our