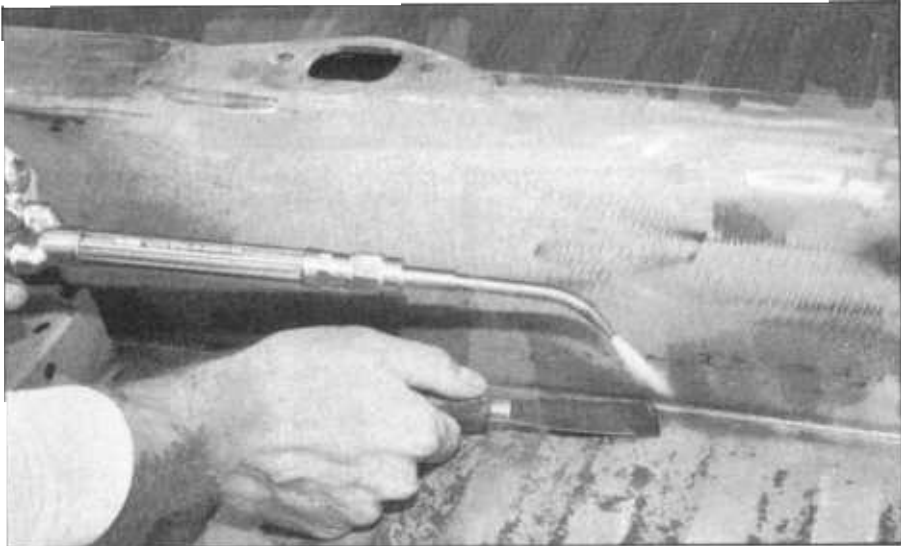


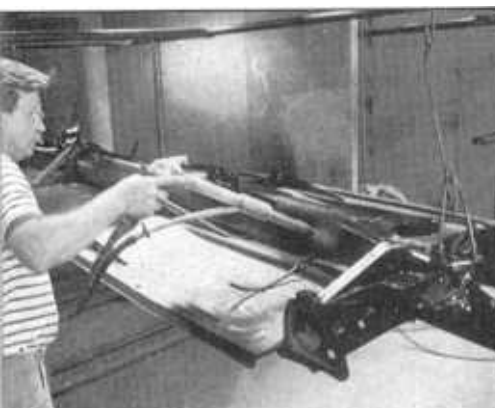
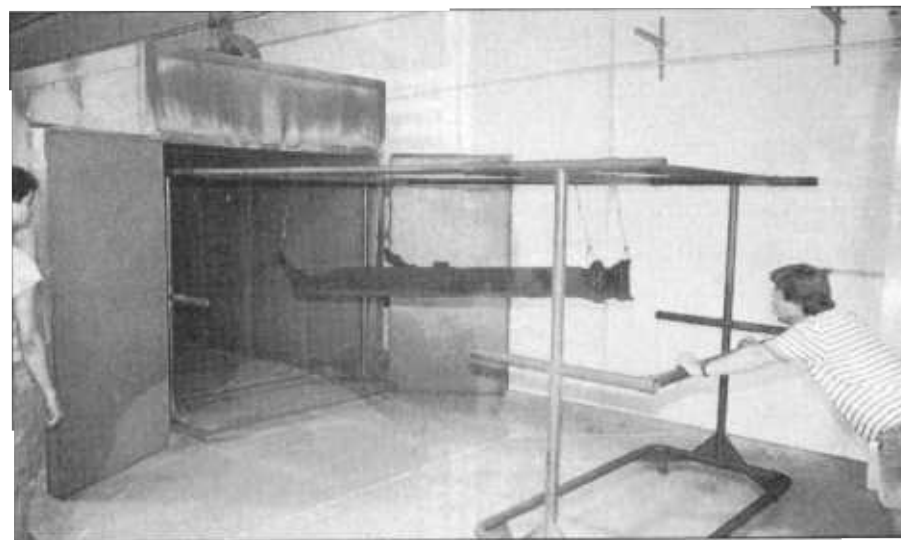
ABOVE LEFT, to remove some of the zillions of dents usually found on a floor pan, Tim Orchard used a hammer and dolly. **BELOW**, a wire wheel attachment helped remove weld caulking.



ABOVE, even with sandblasting, the factory weld caulking remained and had to be removed using a torch and putty knife. **LEFT**, during the high-pressure sandblasting, a few small holes were created and we filled them back up with low-heat braze welding.



BELOW, to cure the powder coating, the painted surface was placed in a high-temperature oven for 30 minutes. After that, it's ready for action!



ABOVE, once completely clean of all grease, welding rod flux and caulking, our pan was powder coated gloss black.

“stripped-of-excess-baggage” pan to Martinez Body Shop in Westminster, California, for advice. They placed our pan with the bare front beam on their huge chassis-straightener. The rear torsion housing tubes were chained to the rear of their fixture, while only the right side of the front suspension tubes were chained to the front. By taking measurements from the rear corner body fastener holes to the front suspension tubes, we found that our front end was 3/8-in. shorter on the right side than the left. Now this may not sound like a lot, but when you start to

figure out how far the actual tire and wheel are out, the measurement grows to about one full inch!

The crew at Martinez applied some heat to the area around the right bulkhead and began to pull the right side forward. With a little bit of work, our front end was brought back even as both measurements were now equal. With that we thanked “Big Al” and proceeded to clean the pan.

With over 17-years of faithful service, our pan was now days away from getting a whole new lease on life. We started the project by first steam cleaning the mess in an attempt to remove some of the years of grease. Next we

began the task of completely stripping the pan of everything — pedals, cables, brake lines, shift-tube, tar boards, the works. We kept a notebook handy to write down information about the disassembly, and marked certain nuts and bolts for future assembly. The rear suspension came off and we removed the torsion bars marking them “right” and “left.”

Once stripped we grabbed a flashlight and took a look through the forward inspection plate into the tunnel to see what condition the clutch cable tube was in. Unfortunately, two of the three factory mounting points were broken free, which is very common on older VW floor-