

out on a regular basis.

A professional floor pan repair isn't cheap, but it's the only way to properly correct the problem and hang on to your classic VW. Typical repairs of this type at VW Restorations and Customs run in the \$600 to \$700 dollar range per side. Some models are more, but that is a good average. As you'll see, considering the amount of work involved, this price is quite reasonable.

The only floor pan replacement panels currently available are designed to fit '70 and earlier Bugs. These can easily be modified, however, to fit later cars. The main difference is in the way the front



ABOVE LEFT, the first step of our repair required removing the nine body bolts along the outer edge of the floor pan that secure the floor to the body. **RIGHT**, if you are working on the right side of the car, it is wise to carefully relocate the gas tank evaporator hose. Welding, grinding and gasoline fumes are not a good combination.



ABOVE, after removing the seats and carpeting, the interior floor pan will be exposed. Pry the outer edge of the pan down from the heater channel, taking care not to damage the pan gasket. Then use an air chisel to break the welds along the tunnel, and front and rear of the floor.



seats attach. The seat tracks on '70 and earlier cars are attached right to the floor and the replacement panel comes with tracks welded in place. On '71 and '72 cars, you simply replace the seat tracks. On '73 and later cars, like the one in our sample repair, you must remove the tracks on the replacement panel, then mount the



TOP, if using the later seats, remove the rails from the new pan with an air chisel. **RIGHT**, now carefully remove the seat pedestal from the old floor. **ABOVE LEFT**, check pedestal fit by placing on the new pan, and trim as necessary to fit — don't weld in place until the pan is in the car. **RIGHT**, check the new panel for fit, it may be necessary to trim and notch the front edge to clear a factory weld.

seat pedestal from the old pan on the new floor. The seat slide tracks mount to the tunnel on the inside and the inner heater channel rail on the outside. If these need to be replaced, they are still available from VW. Convertibles are the same except for the jack support that is integrated into the floor pan, requiring extra work.

With minor modifications, the '70 and earlier replacement panels can be adapted

to fit all cars except Ghias. Replacing a Ghia floor requires more extensive modification to a Beetle replacement floor section to fit the Ghia pan. Naturally, this will add to the cost of the repair.

Paul Suplizio offered to take us through a sample floor section repair. As you will see, this is not a job for the faint hearted. Basic body working and welding skills are required. If you are at all