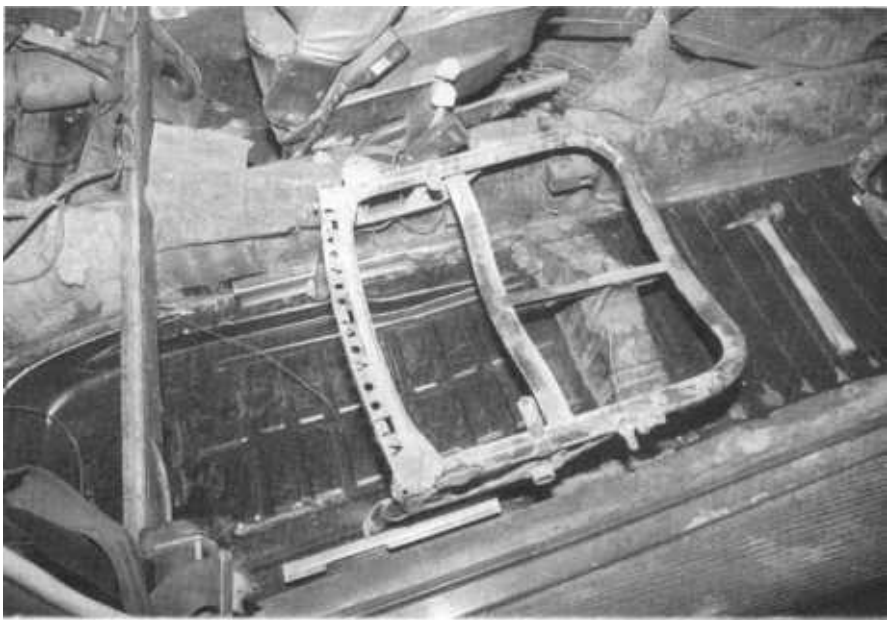


bolts along the outside edge. Press the inside (tunnel) edge together tightly and tack weld in place. If there are any high spots, use a body hammer to fine tune the fit. Weld the tunnel side in, Paul recommends using beads approximately 1-½ inches long and 4-inches apart. Jump from one part of the panel to another to keep from concentrating the heat in one area. If you just lay a nice long bead down the seam, the panel is very likely to warp from the excessive heat. Weld the front and rear of the panel in place. Using a bare seat frame as a jig, you can weld the seat pedestal in and replace the side seat rails if necessary.

Use professional grade body seam

RIGHT, using seat frame as a jig, position side seat rails and weld in place to tunnel and heater channel if they need to be replaced. **BELOW**, body seam sealer is used along welded edge to prevent moisture entry. Prime to prevent rust.



ABOVE RIGHT, after seam sealing, spray the underside with undercoating. **RIGHT**, the finished product looks as good as new!

sealer along the inside seam of the floor section to keep moisture out of the car. Prime and paint the inside of the panel and all bare metal surfaces inside the car. Seam seal the front, back and tunnel side of the panel from the bottom, then coat the entire underside with quality undercoating material. Reinstall the interior and you are in business.

As you can see, floor pan repair is a rather involved process, but when you do the job right, the results are exceptional. This may be an area of the car that doesn't show, but one that should be a priority on your restoration/customizing agenda. Thanks to Suplizio and crew at VW Restorations and Customs, this car has a solid foundation and a new lease on life. ●

