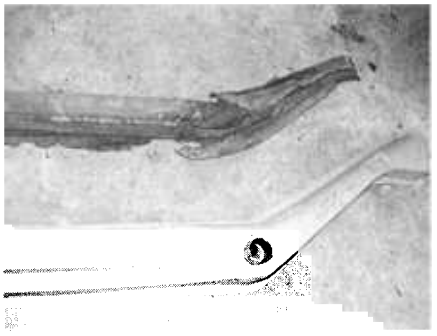
ABOVE LEFT, there are nine bolts that attach the floor pan to the body that need to be removed. You will also need to remove two 10mm bolts in the front to free the heater channel. Be careful, the edges will be jagged and sharp. ABOVE RIGHT, as you can see, with the heater channel removed there is absolutely nothing between the door jams — now you can see why the support jig is so critical.



ABOVE LEFT, make sure the defrost hose is in good shape. Best access is to squeeze your arm down in the hinge area through the front trunk. Replace if bad. CENTER, slide the new heater channel in place by inserting the back part into the quarter section, then wedge the front into position. Check the fit front and rear and be sure it is parallel with the bottom of the car. Push the defrost hose onto the connecting pipe on the heater channel. ABOVE RIGHT, you can see just how little was left of the old heater channel.

major headaches of traditional heater channel repair are eliminated. VW Restorations will sell you a jig for $75 (different for left and right sides of the car) made from 1/8th-inch wall 1-1/4-inch square tubing. The jig can be reused, so it is ideal for shop applications.

RIGHT, snug down the nine floorpan to body bolts to be sure they all line up under the car. Next, install the two 10mm bolts in the front of the heater channel, mating the heater channel to the floorpan.

LEFT, with all the bolts in and the channel properly aligned, the inside foot well should look like this prior to welding. Notice the fit between the replacement heater channel and the floorpan.

RIGHT, another view prior to welding, this time in the rear seat area. The tube that angles out of the heater channel attaches to the "Y" pipe that carries air from the heater boxes.