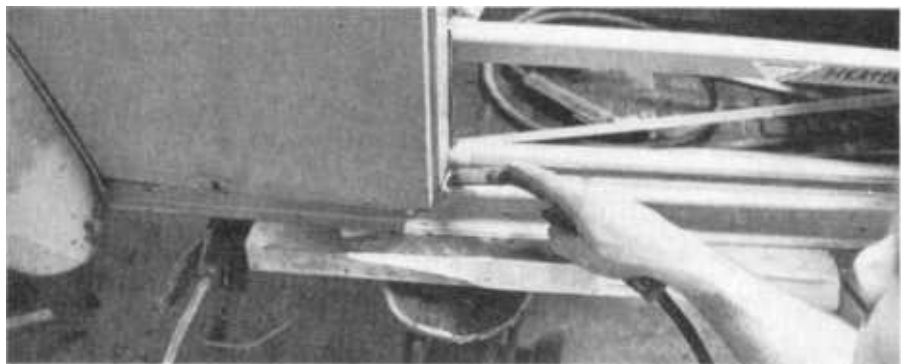
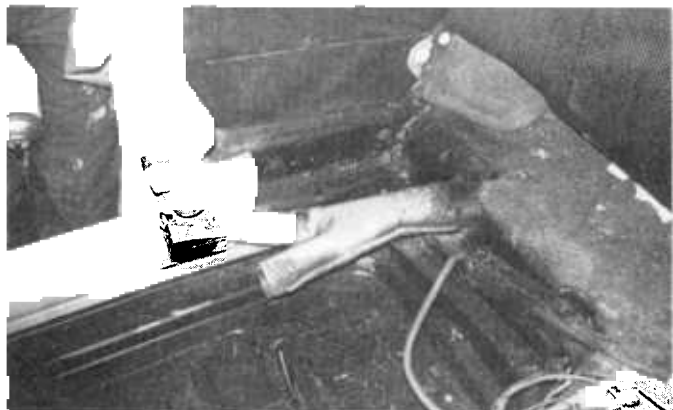


A '67 Type 1 Sedan was used to show
the proper way to repair a rusted heater
Continued on page 116



RIGHT, begin welding with a spot weld at the front and rear posts. Check door clearance, then lay a continuous bead around each door jam just like the factory weld. Next, weld another bead to the front firewall, then again from the door jam to the inside rear quarter.



ABOVE LEFT, this is how the front section should look once welded in place. When the welding is complete, apply a bead of seam sealer along all welds and seams. **ABOVE RIGHT**, you can now reinstall the "Y" connector pipe from the heater boxes. This is a good time to run a check by shooting compressed air into the channel at the "Y" and feel the flow out of the heater and defroster vents.



ABOVE LEFT, after prepping, shoot primer on the entire heater channel repair area, inside the car and out. **CENTER**, the front inner fenderwell (where this whole mess got started) should get a liberal dose of seam sealer. Then coat with a high quality rubberized undercoating material to prevent future damage. **ABOVE RIGHT**, with the repaired area masked off, you can now paint the rocker and interior metal to match the car's body color. **BELOW LEFT**, the completed heater channel in the inside rear seat area. You can now bolt the running board back on the car. **BELOW RIGHT**, this is how the front foot well area should look after paint. Once the interior is buttoned back up, it will be impossible to tell there was ever a problem.

