Chapter 8 - Welding the Floor Pans (Video Clip 8)

213. I have a pacemaker, so I am not able to weld, so I had to take the car to my welder, Walt's house. The pedal cluster is not in yet, so I could not drive the car, so I had to tow it. I installed the magnetic tail lights and connect them to truck wiring.

214. Install the tow-bar and safety chains on the VW and connect to my truck, now the VW is ready for the 8 1/2 mile tow to Walt house for the welding of the floor pans.

(Work on this section - 1 hour)

215. Picture: Walt Morelan's Shop, west Mobile, AL

216. Walt Morelan is President of the Lower Alabama Volkswagen Association (LAVA), located in Mobile, AL and is the proud owner of this 1972 VW, as well as others.

217. The trunk of Walt's 1972 VW at a LAVA USS Alabama Battleship Show.

218. The engine of Walt's 1972 VW.

219. Walt with a few of his trophies, all for his VW.

220. A closer view of Walt.

221. Now back to the shop, and back to work.

222. Walt is ready to begin welding.

223. Walt connecting the ground wire.

224. Walt with his Mig Welder.

225. Walt welding plug welds or rosette welds.

226. Walt continuing to weld.

227. First few plug welds, (rosette welds) completed. Remember all the holes that McNeil cut earlier in step #152, now they are filled in.

228. A few more plug welds, (rosette welds) completed.

229. Passenger side front: welds completed.

230. Passenger side rear: welds completed.

231. Driver's side front: welds completed.

232. Driver's side rear: welds completed.

(Work on this section - 3 hours)

233. The VW was towed back home, but can't be towed into the garage.

234. My wife, Wilma, was my winch driver. She did a good job, for her first try. Of course she always does a good job at everything I get her to do.

235. You can't see, in this picture, but I steered the car into the garage.

236. VW back in the garage.

(Work on this section - 1 hour)

237. Old brake line to be replaced.

238. New brake line shown coiled up.

239. Remove hub cap on both left side wheels with a large screwdriver.

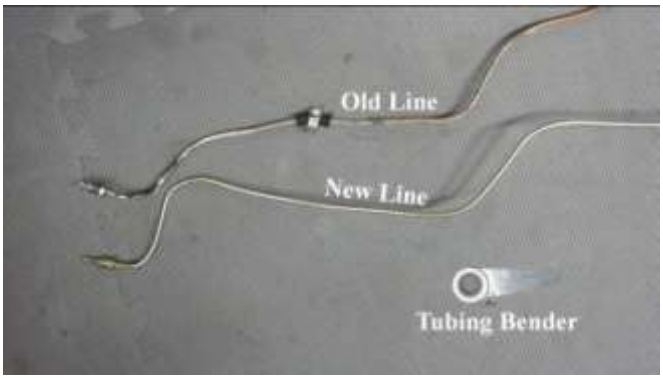
240. Loosen the lug nut on both left side wheels with a lug wrench. Notice on this lug wrench, the correct lug size is painted orange to match the VW.

241. Use a pry bar if necessary to loosen the lug nut. Jack up the car and place it on jack-stands and then remove the two left side tires. Note: The jacking location for the rear is lower to the ground than the front so the rear should be jacked first, if not the rear may be to low to get the jack and spacer block underneath.

242. Remove the nut on the front brake line that extends through the front firewall with a 11mm or 7/16" wrench.

243. Remove the nut on the rear brake line that extends through the floor pan into the car with a 11mm or 7/16" wrench.

244. Cut the brake line into about midway and pull out the old brake line in each direction.



245. Bend the new brake line to similar shape as the old brake line with the tubing bender shown.

246. Pour a little gas in gas tank since you will be working in the area and you can check for leaks as you work.

247. Wiggle the brake line through the front opening in the frame.

248. Wiggle the brake line through the rear opening in the pan brace.

249. Tighten the nut on the brake line at both ends with a 11mm or 7/16" wrench. Slide the rubber tube protector through both openings making sure the tube is exposed on both sides of the firewall as shown. Note: the front firewall is double thickness or about 1/2" total thickness.

250. Paint the third coat of POR 15 on the top and bottom side of both pans. Wear gloves and a long sleeve shirt since underneath is messy.

(Work on this section - 5 hours)

251. I used two tubes of Eastwood Co. seam sealer to seal all the pan joints and to cover up the welds.

252. One tube of seam sealer was used for the top side of the floor pans and one tube for the floor pans under the car.

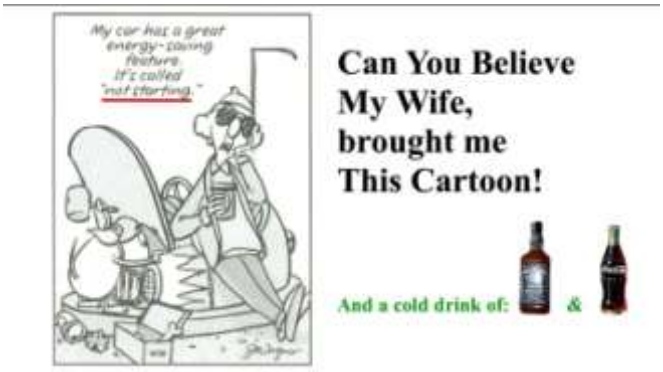
253. In order to get the pedal cluster in I tied a chain as shown and pull the clutch cable forward as much as I could by hand, then used a turnbuckle, as shown, to pull the clutch leaver some more.

254. Connect the pull chain with a turnbuckle, as shown, to pull the clutch cable as far as possible. With the clutch leaver forward, slide the cable forward enough that the clutch pedal hooked on the cable ends and stayed when connected to the pedal cluster assembly. Note: This is not easy so just keep trying and you will be able to connect the cluster without the cable slipping off, take your time, do it right.

255. Connect the battery.

256. Try to crank the car. Note the car would not crank!

(Work on this section - 5 hours)



257. The car appeared not be be getting any fire so I checked all the wires again and the hot wire to the coil was not connected. After connecting this wire the car cranked but stalled fairly soon, so I took a break and a beverage, as shown in the cartoon. Thanks Wilma.

Too Long is not allways better, It produced a kinked!

258. The VW appeared not to be getting enough gas so I checked the fuel line and the fuel line was kinked. After much heartache I removed the fuel tank again, reduced the angle of the bend, and put back the original gas line. The original line had the preformed bend for my car. I cranked the VW again and she fired and ran smoothly.

Work on this section - 5 hours
Work on this chapter - 20 hours
Total hours - 105