

Chapter 9 - Miscellaneous Clean-up and Fenders Removal (Video Clip 9)



259. I wanted to do some odd and ends as a cooling off period from previous demanding chapter. I cleaned the terminal for the various wire connectors in the trunk; removed the instrument gauges wiring and radio wiring that will be re-installed later; labeled key wires so they can be removed later prior to painting.

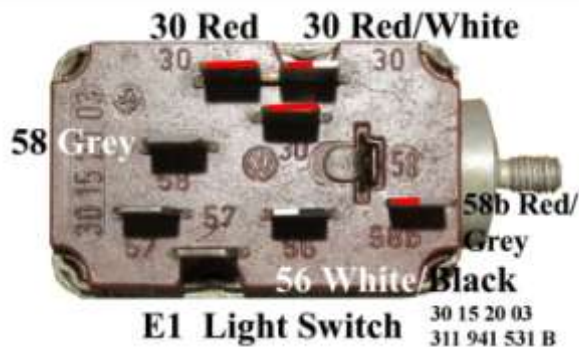


260. The flasher relay is a sample of this labeling. Some of the labels may come off in the excessive summer heat, but hopefully they will stay on long enough for me to remove and replace the wiring when painting later.

**J2 Emergency
Flasher Relay
T49A**



261. Another view of J2 Flasher relay.



262. The light switch, E1 serves as a junction box for the electrical wiring of a VW. These details will be added to my "Guidelines to keeping My 1970 VW Alive" book which is being updated as I learn new techniques or make new detail as shown here.

J Dimmer Relay



263. The "J" Dimmer Relay back, along with the wiring numbers.



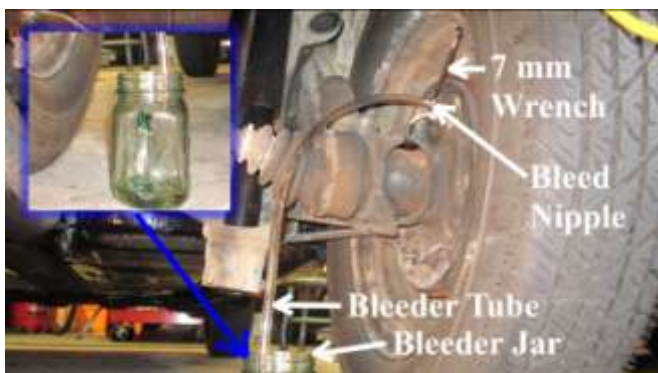
264. The "E3" Emergency Flasher, labeled.

(Work on this section 4 hours)



DOT 3

265. Next I bleed the brakes to get the air out of the lines, by starting at the right rear, left rear, right front then the left front wheel. I used DOT 3 brake fluid since that is what was already in the system. I poured about 1" of fluid in the jar prior to starting so that I could keep the outlet end of the bleeder tube submerged, as shown below.



266. After, cleaning the bleeder nipple, I connected a bleeder tube over the bleeder nipple, as shown, I used a 7 mm wrench to loosen the bleed nipple nut slightly as I asked my grandson, McNeil to depress the brake pedal smartly. I would then tighten the bleed nipple, and ask McNeil to release the brake pedal slowly. This was done numerous times until no more bubbles emerged from the tube into the jar, and then we moved to the next wheel, and repeated the process. I filled up the brake reservoir after bleeding each wheel.



267. My grandson, McNeil pressing and releasing the brake pedal as I yelled out.

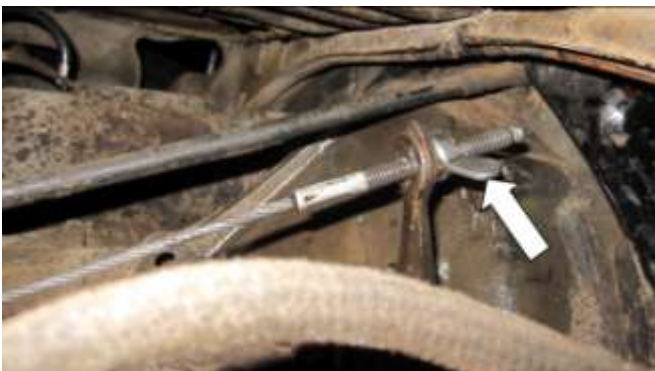


268. I also adjusted the brake pedal push rod slightly by turning the adjustment nut with two 15MM wrench.

(Work on this section 5 hours)



269. Since installing the pedal cluster the clutch pedal has been held forward with a bungee cord. The new clutch & brake stop arrived and was installed as shown, so the bungee cord was removed.



270. The clutch was adjusted by tightening the wing-nut on the clutch cable.



271. With the clutch adjusted I was able to crank the car and back it outside, for a bath.

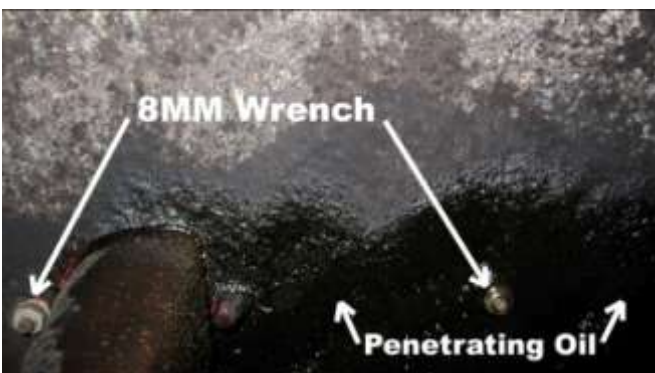


272. The dust was washed off with a water hose.

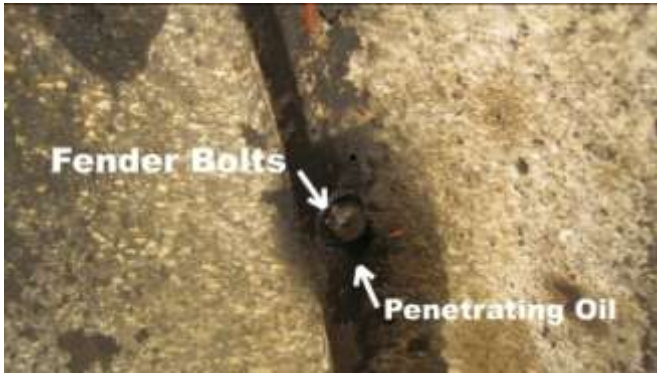
(Work on this section - 1 hour)



273. Remove the lights, by starting with the front left parking light.



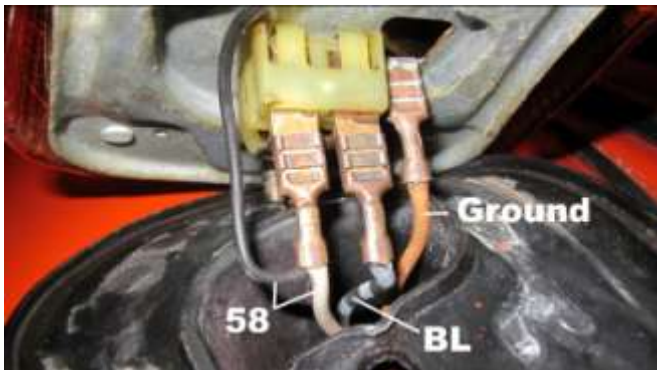
274. Spray penetrating oil on the two bolts under the front left fender and use a 8MM socket to remove the nuts, as shown.



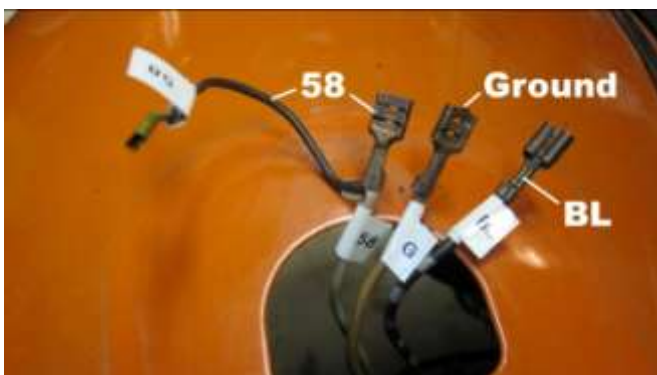
275. While you are here, spray penetrating oil again, on the fender bolts. Also go ahead and spray penetration oil on the bolts for the lights and fender bolts on the remaining 3 fenders.



276. Lift the left front parking light up slowly.



277. View of wires from beneath the left front parking light. Then, remove the rubber seal.



278. Label the wires to the left front parking light as shown and then push them through the fender opening.

58 - Gray
Ground - Brown
BL - Black/White for left side and Black & Green for the right side



Left Parking Light
(Bottom View)

279. View of the left parking light from underneath.



280. Remove the bottom center screw on the left headlight outer bezel with a Phillips screwdriver.



281. With a small wooden stick or screwdriver pry the left outer bezel off.
Note: If the paint job was new, I would use the wooden stick, but since I am getting ready to paint the car, I was careful and used a screwdriver.



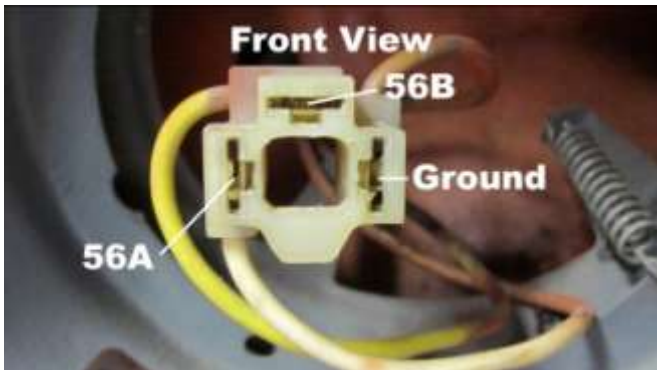
282. Remove the 3 small screws on the left inner bezel with a Phillips screwdriver.
Note: Be careful and do not drop the screws since they are very small and would be hard to find.



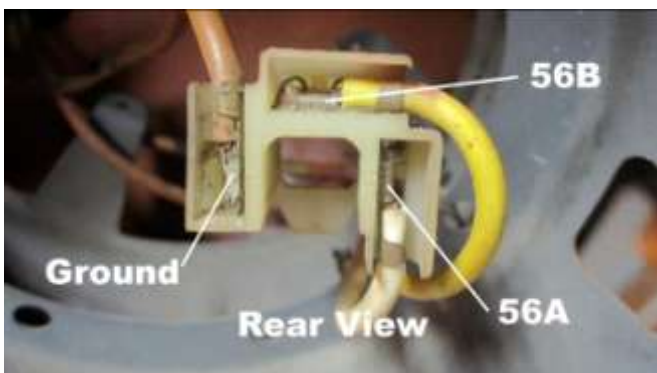
283. Lift the left inner bezel off.



284. View of the left light socket from overhead. Carefully remove the electrical socket from the headlight.



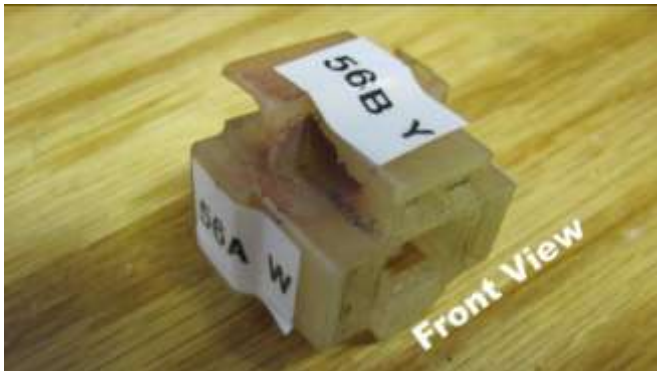
285. View of the left light socket from the front with wire numbers shown.



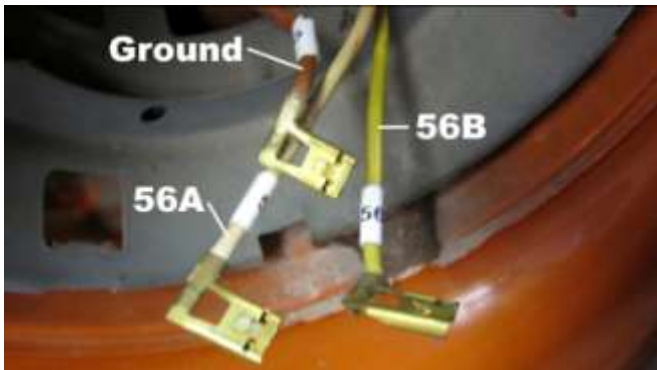
286. View of the left light socket from the rear with wire numbers shown.



287. Carefully, with a very small flathead screwdriver inserted in the small opening, as shown, push the connector catch out, and at the same time with another small screwdriver from the rear pull the wire out of the socket.

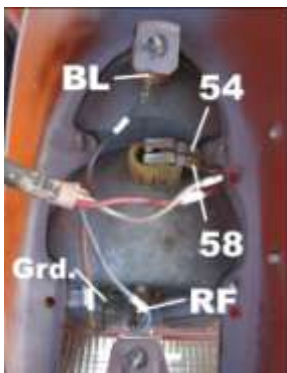


288. Left headlight socket removed.



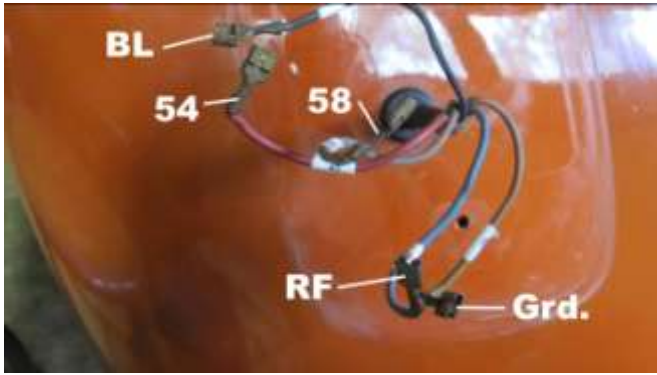
289. Label the left headlight wires as shown and push them through the fender opening.

56A - White
56B - Yellow
Ground - Brown



**Left Tail
Light
(Back View)**

290. Use a 8MM wrench from underneath the left rear fender to remove the two nuts on the left rear taillight and lift the taillight off slowly. Left rear taillight shown with wire numbers from the back side.



291. Label the wires and then push the wires through the opening in the fender.
 RF - Blue
 Ground - Brown
 54 - Red
 58 - Grey
 BL - Black



292. Remove the rubber grommet. Repeat steps 274 -292 for the right side lights.



293. Note: I found that the two rear taillights were not the same. The right taillight was replaced due to a fender bender as I turned into the driveway at the office many years ago. The lady in a pickup truck was taking her kids to school and told the cop she was *"signing her kids homework and did not see me slowing down"*. I will try to find a correct replacement.



294. Clean up all of the light items and store them in plastic bags. Put the left side in one bag and the right side in another bag, make sure to label each bag.

(Work on this section - 5 hours)



295. Removing front and rear bumpers, and bumper brackets.



296. Use a 13MM socket with extension and remove the 3 bolts on each side of the front bumper.



297. Lift off the front bumper.



298. Use a 13MM socket to remove the 3 bolts on the left bumper bracket as shown. Note: This will also remove the horn bracket.



299. The horn is attached with 2 of the 3 bolts on the left bumper bracket.



300. Pull out the left front bumper bracket.



301. Pull out the left front bumper bracket rubber. Then repeat the process to remove the right bumper bracket and rubber.



302. Repeat the same process to remove the rear bumper. Clean up all bolts and store them in separate plastic bags marked:

- Front bumper bolts
- Front bumper bracket bolts
- Rear bumper bolts
- Rear bumper bracket bolts



303. I should mention this tip. My wife made me this newspaper bag holder and for a while now we have been storing the newspaper bags in this container. When I need a bag, I just pull it out from the bottom and it FREE. Thanks again Wilma.



304. Tie each individual bag into a knot as shown.



305. View of the front of the VW without the lights or bumper.



306. View of the rear of the VW without the lights or bumper. Note: The difference in the color of these photo's is due to florescent lights on the front and natural sunlight on the rear with the garage door open.

(Work on this section - 3 hours)



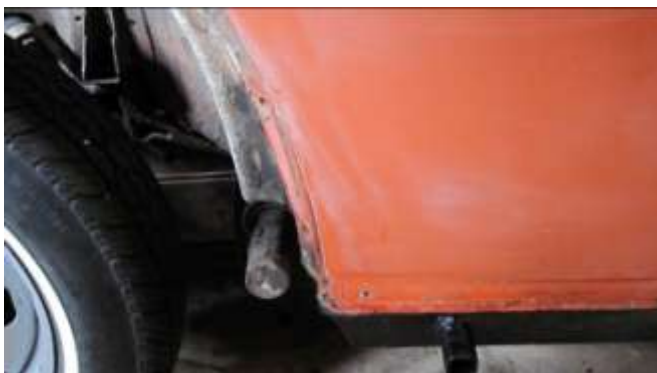
307. McNeil removing the front right fender with a 13MM socket.



308. Andrew removing the front left fender.



309. All 4 fenders removed. McNeil removed both right fenders and Andrew remove both left fenders by themselves. Note: Front fenders have 9 bolts each, and rear fenders have 10 bolts each.



310. Clean up all bolts and store the front fender bolts in one bag and the rear fender bolts in another bag. Note: There was no rust under the fender well, which is the second most likely rust area, great! The #1 rust area by the way, is the floor pans.



311. Wash the back side of each fender with a water hose, and let dry.



312. Cover the electrical light terminals with masking tape.



313. Cover each light group of wires with a plastic bag, for protection.



314. Back car outside and wash off each fender well with a water hose.

Work on this section - 3 Kid hour, Ha!

Work on this chapter - 21 hours

Total hours - 126