

Attaching New Chassis Members

34 B0

It is, of course, impossible to enumerate the separate operations that are required at the various stages of body and chassis repair work. The repairs must be carried out by an experienced body repair man who is familiar with the problems involved in such an operation and can foresee the work required to meet with various situations. For this reason, only general instructions are given which serve to pass on to the body shop those things which have been learned through experience.

When removing damaged frame sections, particular care should be taken to leave sufficient material to furnish a surface to which the new section may be lap welded. This method is required to give a strong weld using a gas welding set. See pages 80 to 82 for location of weld seams.

Attaching Interior Panels

35 B0

Damage to the interior panels is usually not apparent from the outside. In the event of body damage, the interior panels must be checked to determine the extent of distortion and which panels have been affected. The interior panels are of great importance and must be brought to the original shape so that the body will retain its rigidity. The interior panels form the connection between chassis and body and contribute largely to the stability of the car.

The interior sections are installed similarly to the chassis members. New sections are flame welded with lapped seams inside and out. The remaining edges are spot welded to the chassis and are waterproofed with calking compound.

Attaching Body Panels

36 B0

When replacing or straightening front or rear body sections, the hood in question is used as the pattern for the shape of the hood opening. The slots for the bumper braces in the body panels can be used as alignment points by mounting a $30 \times 5 \times$ approx. 300 mm ($3/16 \times 13/16 \times 12$ in.) iron bar in each bumper brace socket. Particular care should be taken to see that the headlight openings are horizontal and equidistant from the center of the car. The gap between the hood and body, when closed, should be adjusted to 3 mm ($1/8$ in.) by filing or building up with lead.

When replacing roof sections, the top should be cut off carefully at the pillars and door posts so that they will give a starting point for mounting the new roof. It is important that an overlap is retained between the undamaged portion and new parts.

To build up the body and interior panels to the roof frame, wooden or metal templates in the shape of the doors and windows should be used to assist in the correct reconstruction of the upper body. The door posts must also be braced if they are not secure in place. All welded seams on the body skin are smoothed over with lead after being hammered smooth.