

The interior section is tacked in place and spot welded with calking compound in the seam around the lower edge. The vertical seam is flame welded.

Body with new front section.

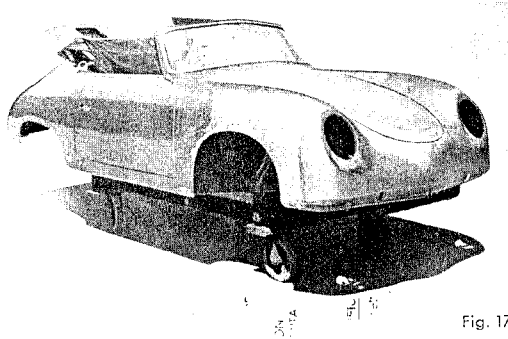


Fig. 176

After the body is removed from the alignment jig, the fitting of the skin section is performed with the aid of a new front hood and the two bumper brace holes. The hood serves as a pattern for the hood opening and the two bumper brace slots are used as levelling references. Two 30x5x approx. 300 mm ($\frac{3}{16}$ x $1\frac{3}{16}$ x 12 in.) rods are to be inserted into the bumper brace sockets to serve as reference markers. The headlight sockets must be horizontally on the same level and equidistant from the car center.

The paint near the weld seams must be removed so that the joints can be covered with lead in order to smooth them into the body contours. The hood must then be aligned with the opening so that there is a uniform 3 mm ($\frac{1}{8}$ in.) gap around the entire hood.

Rear End Repair

38 B0

These two illustrations show the damage to the rear end, the roof and rear fenders. What cannot be seen, is the damage to the interior panels and possible chassis damage.

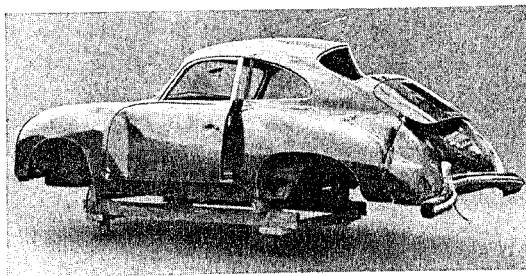


Fig. 177

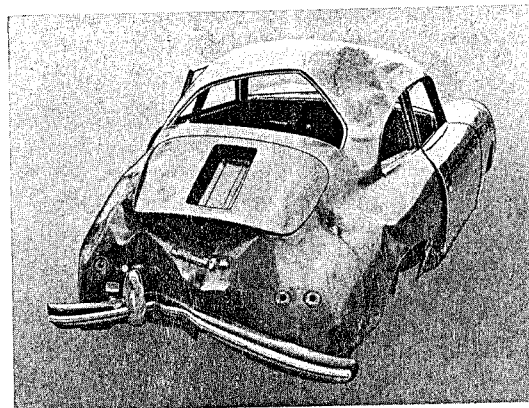


Fig. 178