strips of the old hog trough and the rocker panel removed and discarded. A large part of the hog trough is now visible. One suggestion I have is to have a friend follow you with a shop vacuum as you grind and cut the fiberglass. The dust from the sanding and cutting is incredible. (Editor - And not too safe, if you breath it or it gets into your eyes. Wear breathing and eye protection.)

Now comes the really fun part. Use the ***Dremel*** tool to cut the rear panel from behind the door to the front of the rear wheel housing, on a line about six inches down from the definition crease on the side of the car. The ***Dremel*** cuts through the 'glass like a hot knife through butter, so don't get carried away. Screwdrivers are useful for **carefully** prying the panel from the supporting pillar and inside structures. You'll actually hear the fiberglass tearing away from the bonded surfaces. Take your time. The panels do come off in one piece on each side.

Removal of this piece is necessary to gain access to the two bolts that hold the roll bar to the hog trough. Again, take the ***Dremel*** and cut a hole big enough in the rear door pillar to get a socket wrench into. Inside are the two bolts for the roll bar. Take them out. Don't get discouraged, you're almost done.

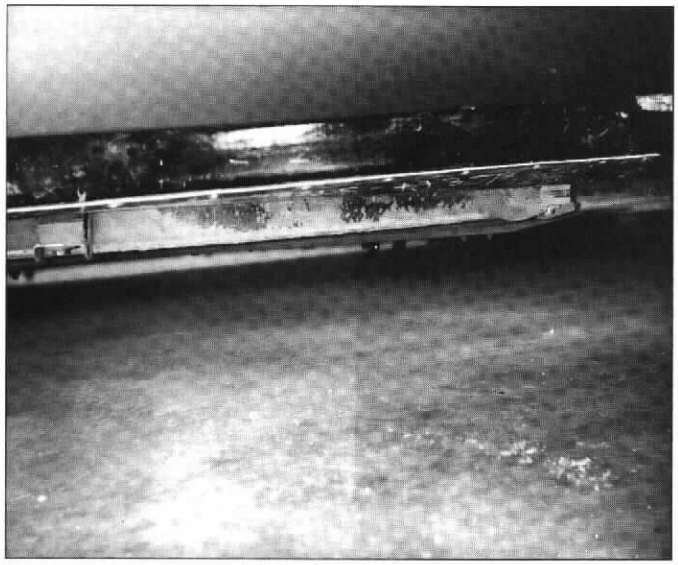
Repeat the same procedure in the front. This is necessary to remove the last four rivets. Patiently peel the panel from its inside bonded surfaces. There are some rivets that go through the lower firewall that are easy to miss. Just keep checking against the new hog trough to make sure you didn't miss any. Honestly, none of this is very hard. Oh, it's hard to cut up a perfectly good car but, once you get beyond the inevitable, it isn't too bad.

Double check to make sure that all rivets have been removed and that the two roll bar bolts are out, then remove the frame-support-to-hog-trough bolts. You don't care if they break off, as long as they come out. All of this hardware is replaced with new parts, except for the metal shims. Remove the metal shims from the frame supports and place them in order on your work bench. They must be installed exactly where they came from with the new trough. Grasp the old trough and wriggle it out of the car. Mine came out easily. It just slid out to the side and the rear.

Installation is essentially the reverse of the above steps. After placing a bead of gutter caulk on the new hog trough, I slid it into position. New stainless pop rivets were squeezed in, the roll bar bolts reinstalled and the frame-to-trough bolts and shims tightened.

The fiberglass work wasn't a problem, either. I first bonded the new rocker panel to the door sill and to the lower outer edge of the hog trough. I used duct tape every twelve inches to hold everything together until the resin set up. The panels I removed were reinstalled with ***SMC Panel Bond*** and reinforcement strips on the back sides of the panels. The outsides of the panels fit back together perfectly. That's the advantage to using the ***Dremel*** tool; it makes surgical cuts and minimizes the body work needed prior to painting.

If I can do it, anyone can! Would I do it again? Absolutely! Dan Booth can pretty much talk you through this entire procedure. His help was invaluable. Everyone seems to be intimidated by this repair. While it is time consuming and messy, what alternative is there? If the hog troughs are shot, they must be replaced.



Above: The new hog trough installed. Note the frame bolts and shims.

And it's not that bad - go for it! If you have any questions, or if I can be of any service, feel free to call me.

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(Editor - I called Bud about his use of gutter caulk to seal the hog trough to the body before riveting the two together. I had always thought that the troughs were not only riveted but were also bonded to the body, though Bud could find no evidence of glue on either trough when he removed them. Can anyone comment on this and the best glue to use, if it is a necessary part of the process?)