

BODYSHELL AND CHASSIS REPAIRS



3.6 Cut the old panel into more manageable chunks. I used an air chisel to slice it up, starting with the bottom half, although an angle grinder with cutting disc would be just as effective.



3.7 Once removed it shows how little there is between the cab and the outside world.



3.8 Expect the inner panel to be corroded and holed, especially in the corners.



3.9 Grind carefully at 45 degrees to the edge of the panel to free the wrap over from the A-posts.

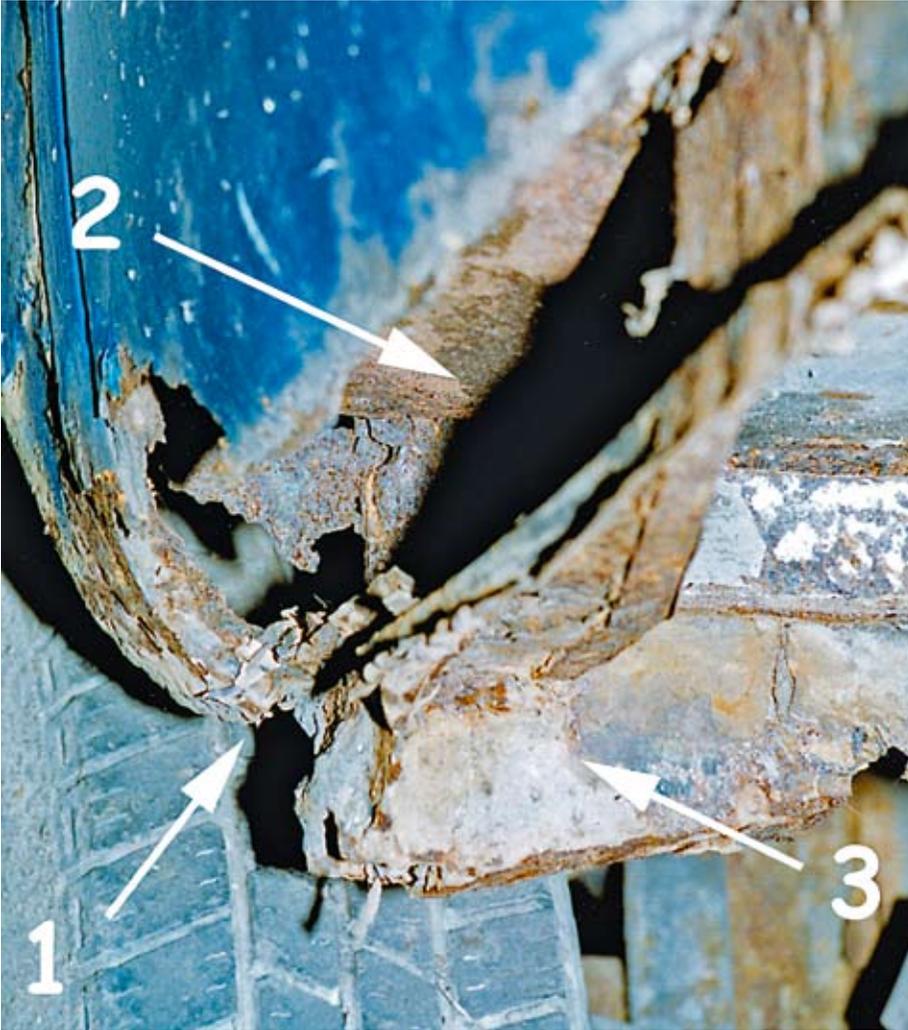


3.10 The join at the screen support panel will almost certainly be rotten.



3.11 The tidying up process starts at the bottom. The spot welds may be hard to see so use a grinder to destroy them rather than trying to drill them out. Exactly the same process can be used around the fresh air intake box to free it.

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3.97 An exploratory cut below the join to the upper panel may reveal a mess. (1) is the remains of the B-post, (2) the inner sill, and (3) the front outrigger. The middle section is completely missing in this case.



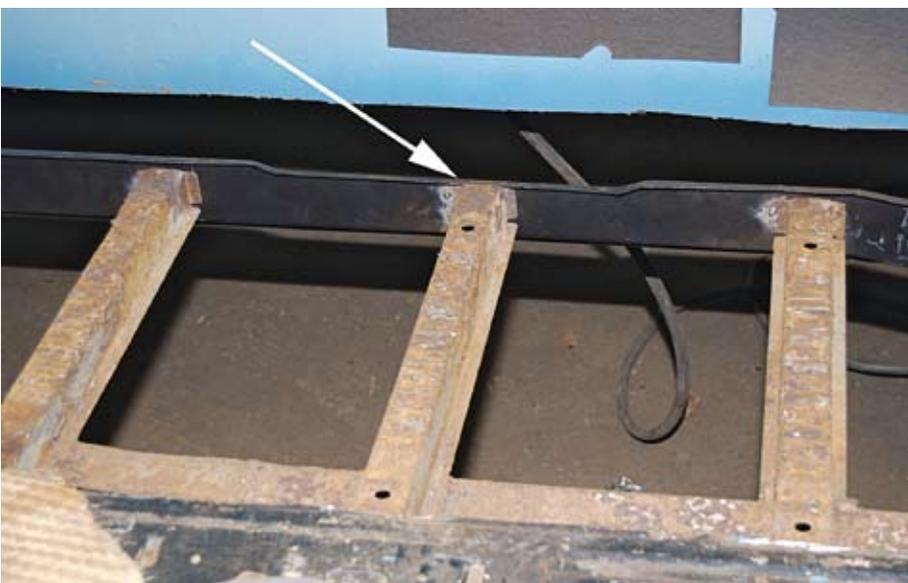
3.98 At the back, this Bus' lack of an outer wing gives a clear view of yet more extensive corrosion.



3.99 The side panel should be trimmed back above the level of the rot for the moment. A length of masking tape ensures a straight edge to work to.



3.100 All of the old sill should be removed. The floor and outriggers on this Bus were rotten so were just chopped out. If yours are fine, then the floor must be drilled to free the spot welds. At least one jacking point has to be removed if you want to fit an inner sill, as it cannot be squeezed in otherwise. However, if the sill is holed, then the outriggers may well be, too. An alternative is to use a cover section if your inner sill is not too badly rotten. The new inner sits on top of the front outrigger, and there is a depression halfway along which matches one in the floor and conveniently sits on top of a floor support, assuming that it's still there. These 2 points allow accurate initial positioning of the new inner, which can then be clamped in place before a few tacks are added to hold it while the rest are made.



3.101 Here, the new inner can clearly be seen tacked in place, with the floor support meeting the depression (arrowed).

4.11 The new section included the lower door vents (not on all versions), and the flaps are held by a pair of runners spot welded to the frame, which allows them to slide fore and aft. These welds were drilled out to free the metal strips.



4.12 Just to the right of the removed flaps, indicated by the drilled weld (arrow 1), there are 2 bolts (arrow 2) that pass through the frame and secure the bottom of the window regulator mechanism, which have to be removed.



4.13 Further to the right, down by the lower hinge, the frame is spot welded to an inner strengthener. Finding the old welds can be tricky as there may be a lot of scabby corrosion in this area.

4.14 On the underside of the door there is a row of spot welds to the internal bar; again, drilling out was the most sensible way to deal with them.



4.15 Here, the frame is partially removed showing the inner strengthener which was, of course, rusty. The last section to the left was about to be removed.





4.66 Once out, pliers were used to free it from the plate and then it was all welded back up once more.

4.65 Unfortunately, the bolt sat in a captive plate which had a degree of free movement to allow for alignment of the lid, so a flap (2) had to be cut from the surrounding steel (1) to get the plate out complete with the remains of the bolt .

4.64 The removable hinge turned out to be anything but, as the securing bolt was seized solid, so had to have its head drilled off to free the lid.





6.44 Removing the lower ball joints will take some effort. Hitting the eye of the hub is unlikely to work so a splitter will have to be used, which will inevitably damage the boots.

6.45 Wear is often detectable simply by pulling and pushing the pin in relation to its seat as there should be no noticeable movement. You can double-check by using a micrometer and getting an exact figure, and comparing it with the factory specification.



6.46 The top ball joint will respond to knocking the eye of the hub, and will come out with the camber sleeve still attached ...

BALL JOINTS

The replacement of ball joints is a job best left to the professionals as it needs a hefty press to push them in and out.

Buy new joints and take them to an engineering shop, or perhaps a simpler option is to buy complete exchange arms as they are competitively priced.



6.47 unfortunately, this is usually because the two bits are corroded together. A puller may be needed to split them.



6.48 Once off, the eccentric machined into the camber bush is clearly visible.