

X400 Log  
2007

The body was mounted on the rotisserie to begin the body work and repairs. This would involve replacing all the rusted out and damaged parts. I had the body dipped in Phoenix to remove all paint, under coating and rust. First I had to replace several braces under the floor pan. The pans were in good to fair condition and were either repaired with new metal. All of the braces under the floor and body mounts were checked and repaired. When done the bottom of the floor pans was painted satin black as it was originally in the show car and not as it was in production.



Body going on car cradle





On the quarters I had to design and make new side exhaust housing for each side. Below is a photo of what was left to show all I had to work from. GM used a 1.25 copper water fitting for these housing. I took the upper indented quarter panel inserts that were on car and designed new one since the ones on the car were nearly rusted away. These were welded in to the quarters and the body work was done. I used body lead for the filler, as it was originally. The body was cleaned and primed with PPG DP74 LF red epoxy primer and then PPG K26 primer. It has had one blocking sanding to remove small defects. The fire wall was coated with wrinkle black, which was used extensively on the car. As of March 2011 the body needs to have the rear trim installed before the final priming and top coating. The trunk lid and doors have were installed and lined up. When I installed the body on the rotisserie, I took a lot of time to level the body on it mounts to the steel frame work. This would be as close as I could come to the position the body would be on the frame. This would let me line things up on the rotisserie. As a note later: this worked very well and the body went on the frame nearly perfectly in 2012

This is what was left of the exhaust port in the body that I had to work with to make the new one.



New housing installed



Repairs to body





Finish welding