



07

Sills and wheel wells are now pretty much all that is supporting the car. Late '60s US legislation made galvanized sills, rails and torque boxes mandatory – due to salt laid on roads in winter – and these areas are in good shape in most Mustangs. The floorpan may be rotted away but the rails will survive.



08

George has unpicked and removed the lower outer section of the B-pillar ready to accept the B-pillar section that's part of the Taiwanese replacement panel.



09

The B-pillar on the aftermarket panel assembly extends right to the sill. Because the old B-pillar support was left sandwiched in the body, this bit has to be removed from the aftermarket panel. This is being unpicked to avoid holes in the panel.



10

The first test fit of the new side section to the original body. The factory B-pillar support mates with the section of the Taiwanese B-pillar that was cut away in the previous shot. Drill screws and clamps holds everything in place at this stage.



11

Leo sets roof section cross-braces in place. These are clamped with Visegrips and may have to be reset several times before the transverse dimensions of the new panels are correct. Careful measurement will be required to match the cross-braces to the new sides of the car. The boot divider is also set in place and used to determine the width.