



12

Direct transverse measurements like these were taken from another car. Leo has lots of Mustangs sitting around that he can use but other people won't. It would be a good idea to get as many measurements as possible from a finished car.



13

It's the same story across any symmetrical opening. The diagonals should agree to the millimetre. It can be difficult to achieve this degree of accuracy and it can take hours of clamping, unclamping and reclamping the various components, but it can be done if you persevere.



14

Setting the quarter panels in place showed that the replacement roof was about 10 millimetres too high. So, the B-pillars were cut down by that amount. You'll almost certainly have to cut and bend various sections to make adjustments.



15

Note the spreader braces that have been fabricated from turnbuckles and RHS or angle iron. By turning the turnbuckles, the top or bottom of the sides of the window recess can be moved in or out. Not only that, but they'll stay where they're put.



16

As it becomes apparent that panels are starting to meet properly and the positions of the various elements are good, clamps are removed and replaced with welding tacks. Here, they're happy with the position of the boot divider so it's tacked into position.



17

The deck lid filler panel has been clamped in place. It helps set the position of the quarter panels as they butt against the ends of it. If it won't fit between them, they're too close and need to be moved out. But don't rely on their relationship to the deck lid filler panel alone. Look at it all in conjunction with other references like the rear glass, for instance. It's a big jigsaw puzzle.

PROFESSIONAL QUALITY TOOLS & EQUIPMENT

