The following operation was performed on a ’55 Chevy Bel Air. That’s appropriate, given that this is the “60th Anniversary of the ’55” issue of Chevy Classics, but really, the procedures listed here apply to just about any ’50s-’70s-era passenger car.

Your roof on your classic takes years of abuse from being exposed to the harsh elements and the sun. In some cases, you really do not know how bad the rust issues are until you strip the paint to expose the original metal.

Replacing your roof skin is the best option to ensure your classic is rust free or free of any hidden repairs that may come back to haunt you in the future.

**Tools:**
- Grinder
- 4” Cut-off wheel
- Air chisel
- Channel grip pliers
- Wire brush
- Panel bond adhesive
- Weld-Thru Primer Paint

Now is a good time to clean up any surface rust on the roof structure. A wire brush or wire wheel works great at cleaning up the metal. Be sure to use a metal de-greaser to clean the metal.

Once the structure is cleaned up, paint it with some Weld-Thru primer to protect it from rust in the future.
With the original roof skin removed, you will want to prep the new panel and pre-fit it to the car before installing.

Do any necessary trimming and make sure everything aligns in front, sides and back.

Now that you have it pre-fitted, use some panel bond adhesive to bond the skin to the roof structure.

The panel bond adhesive will be used mainly on the sides, but you can use a little in front and rear to help adhere the skin to the structure. (Adhesive is used to help prevent rattling.)

The front and back will be welded.

Start in the front center and work your way out to the pillars on both sides. You will want to put a weld every 2” or so from center to pillar. Do the same in the rear. Start in the middle and work your way to each side.

Now that the front and back are welded, you need to grind down your welds so everything is flush and smooth to the surface.

Use channel grip pliers to lock the skin to the roof structure and space them out approximately 2 feet apart, all the way around the roof.

When everything is secure, now is the time to weld the front and back sections. A spot welder works well if available, if not a wire feed welder will do.
Finally, with all the welds ground down and everything smoothed out, we’re done installing the new roof skin.

Now that the new panel is installed, you can rest assured your roof will be good as new for many years to come.

Courtesy of:
Stan’s Cocoa Corvette, 1800 W. King Street, Cocoa, FL 32926
321-631-3174

What’s An ACE?
When you hear the word ACE, you think “winner”!
ACE is a proven winner!

ACE: The Association of Classic Enthusiast consists of 100’s of Classic Car Clubs with 1000’s of members. This Association was formed over 20-years ago and serves Car Clubs nation wide.

If your Car Club is not an Association member contact Cozette Alley at, ACE 5200 SW Washington Ave, Titusville, FL 32780 or email cozette.alley@ecklers.net Telephone 321-269-9680 Ext. 1425