

Project in Process..... "Glue a New Roof"

By Ivor Jones

I understand it's not a Chevelle but my 72 Chevrolet pick up has an interesting repair I feel is worth sharing with those who have the "Do it Yourself" DIY blood running through our veins and don't feel comfortable welding.

The seller had told me the cab had a tree fall on it and he patched the roof skin and welded it in himself, great! Since the cab has solid floors and features AC I felt it was worth repairing the roof.

I purchased a new roof skin and wanted to us steel tot steel body panel adhesive to simplify the installation.

Please follow along and check out the new roof skin with an alternate method of installation.



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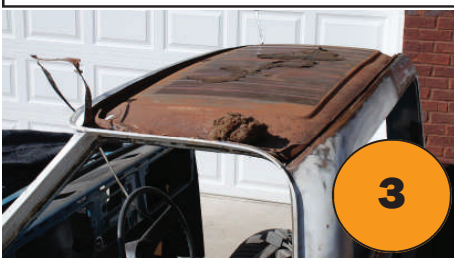
1. You just know the neighbors love me! This 72 Has a 68 front clip and the drop kit installed.



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2. Ouch! This is ugly...the warping exceeded 1" in the center of the roof.

3. A quick buzz with my cut off wheel.



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4. The roof skin was off in a few minutes.



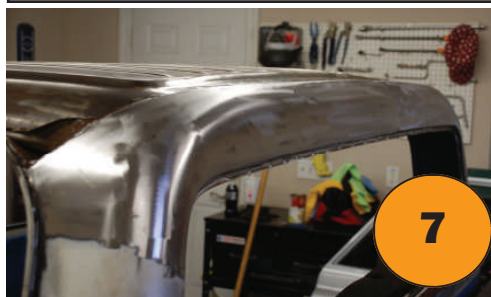
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5. The prior tenants have moved out leaving bedding and a few walnut shells.



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6. Remove the factory sound deadener, clean up the spot welds around the edge of the roof including the drip rails. The inner roof skin had the exposed inner surface rust sanded to prepare for protection.



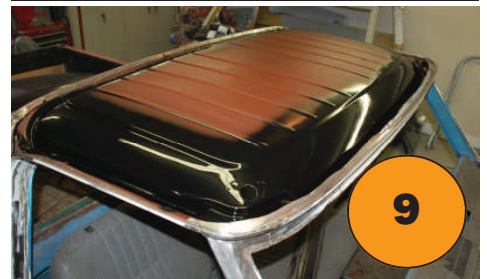
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7. The rear panel on the back of the cab was straightened and all the contact surfaces were cleaned off with 80 grit grinding disc to provide a clean surface for the body panel adhesive to applied to.



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8. A good coat of metal primer was applied to the top of the inner roof panel.



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9. Black paint was applied to the outside areas of the roof that may see condensation for the best protection.



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10. Sound deadener was cut and installed with foil to the hot side.



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11. The roof skin measures a full 20 Ga. Or .0358" and looks great. The underside was sanded and painted for protection, the contact surfaces were cleaned off with 80 grit disc for the best body panel adhesion.

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12. Test fitting the new roof skin to ensure all contact surfaces fit tight with equal gaps.



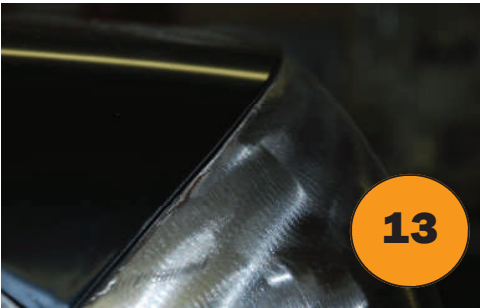
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16. With the material purged the mixer tube is installed, this ensures the 2:1 ratio of material is blended equal to start the chemical curing process.



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20. It is best to protect the new skin from clamp pressure, No need to bondo your new roof. The medium adhesive will set up in 2 hours at 70 degrees (faster if higher)



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13. The seam at the rear of the cab over the back window looks good.



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17. A final test shot is tested, note the blended material turns green when mixed vs. the grey and brown purge shot.



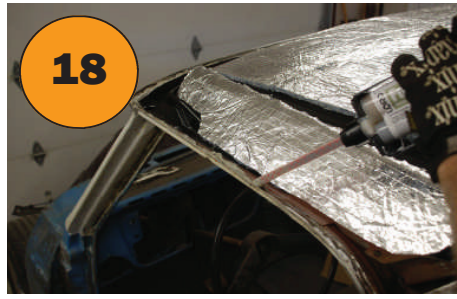
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21. The rear section required spacer blocks to maintain an equal down pressure.



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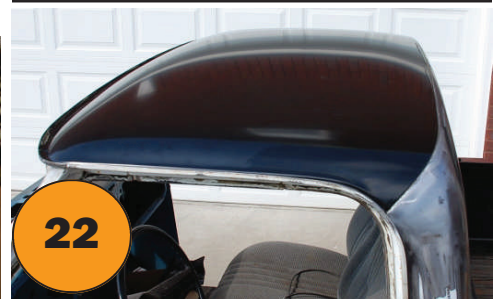
14. The contact surface at the drip rails looks good, ready to apply adhesive.



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18. Apply a 3/8" to 1/2" bead of body panel adhesive to the contact area.

19. You have 30 minutes at 70 degrees to apply the new panel, fit the skin and clamp with all the vise grips you can.



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22. After 3 hours, remove the clamps, wipe off and excess body panel adhesive with lacquer thinners. Full cure time is 8 hours.

Body panel adhesive has been used in automotive production since the early 80's and meets all of GM, Chrysler, BMW, Mercedes Benz as well as ASTM crash strength requirements.

There are many types of adhesive's for several applications so check with a professional on the correct type.

Plan on spending \$200 and about 4 hours of labor.

Next, the rocker panels.



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15. The body panel adhesive is installed in the gun, purge the material to equalize the pressure from both sides, brown & grey.



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