

How To Repair Rust In Your Classic Car Body

I thought that I'd delve in to an article about fixing rust in the body of your classic car, this is a huge problem if your buying or own a classic cars that came from a place near the sea, or a place where they use salt on the roads to melt the snow, rust in most cases will start underneath the car and work it's way up destroying anything in it's path along the way, nothing will stop rust or slow it down in it's effort to destroy your classic car's body.

There are a few ways to fix rust problems in your car, but first you must find them, you can start by looking for bubbles in the painted surface of the car, and do not take it lightly when you find it, don't look at it and think that just because it seems to be only on the surface that it is, rust will hide in cracks, underneath seem sealer, under that carpet, or any place else that it can, believe be the rust knows that you don't want it in your car, so look at it like a doctor would look a cancer.

To check how bad the rust is, take a body hammer with a pick on one end, and use that end to lightly tap the rusted spot that you have found, if the metal seems like it's soft and moves easily, then you needs to fix this area now, in some cases you'll knock a hole in the area that your tapping on wit the hammer, don't worry about this, it won't be there for long if you fix the rust hole the right way.

What you'll need to do the job, is a, air compressor, a die grinder with a cutting blade on it, do yourself a favor and make sure that you have more then one cussing blade for that grinder, you'll need sheet metal, the same gage as your car, if you don't know what gage it is, you'll also need a 5" air grinder loaded with a 40 grit disc to finish the welds with, then you'll need to buy a metal gage checking tool, and last but not least you'll need a MIG welder with plenty of gas and wire, there are other ways to fix a rust spot without a welder, but in my opinion they are not as reliable.

Now that you have your tools all together and your courage up to the right level where you can begin the job, you'll want to determine how big the rusted area is by tapping it with the pick end of that body hammer until you run in to areas on all sides of the rust that don't seem soft, or like they don't have any strength to them, once you have discovered how big the rusted area is you need to get a sharpie and draw a line around the rusted area, about 2" in to the good metal all the way around the rusted area, so you know that the rust will be gone when you cut it out, rust is not easy to weld to, so make 100% sure that it's all the way gone.

Now that you have your line to cut to all drawn out with the sharpie, you can plug the die grinder in to the air source, now a word of advise here, don't try to cut it all at one time, put a light cut along the line that you drew with the sharpie, just repeat the process of running the die grinder along that line until the rusted area falls out of the car, now that the rusted metal is out of your car, pick up the rusted piece of metal and lay it on top of your new sheet metal, take that sharpie that you used to draw the first line to cut to, and using the rusted piece of metal draw a line to it with the sharpie, using the same process that you did on the rusted spot in your car, cut the piece of good metal out with the die grinder.

The die grinder has left a rough edge on the back of the good piece of metal, you'll need to clean that up, the best way to do this is to take that 5" grinder that you have with the 40 grit disc on it, and lightly run it over the back of the metal until all the burs are gone, now you'll need to that 5" grinder with the 40 grit disc on it, and clean the area on your car where you cut the rust out, make sure that you have about 2" of bare clean metal around the area that you cut out.

Now take that good piece of metal that you cut from your sheet of repair metal, and fit it in the hole that you cut out of your car, I usually use vise-grips to hold the new metal in place, now this is where things can get a little tricky, so pay close attention this section, make sure that you have a good place to put the grounding clamp for your welder, if you don't see a place for it right close to your work area, then take that 5" air grinder and make one, make sure that the clamp has a solid connection.

Plug your welder in, and make sure that the gas is turned on, I usually run the wire feed, and current set at about 3 or 4 on my MIG, but this could be different on your machine, so do yourself a favor and test it before putting it to your car, now that we're all ready to go, you have the vise-grips holding the metal in place and you have your welder setup right, your going to want to run about a 1" bead on the top, bottom, and both sides, and then you can get the vise-grips out of your way.

Now you have four weld beads holding the patch panel in place, now heres a bit more advise, mig welders get very hot, and it's possible to warp the metal in your car while welding the patch panel in place, so never weld more than 1" beads at a time, and move from the top to the bottom, do a 1" weld on the top of the patch, and then cool it off with a little air, and the do a 1" weld on the bottom and cool it off, and the do the same thing with the sides, until you have one solid bead all the way around the patch panel, you have now fixed your rust problem, all that's left is the finish work on the welds.

Grab your 5" air grinder with the 40 grit disc and grind the welds flat, in most cases you should not even be able to see the welds if you have done it right, the job is now complete, I'll move on to the body work part in a later article.

How To Repair Rust In Your Classic Car Body

I was considering looking over an article about fixing rust on your classic car's body, which is a big issue if you are a classic car owned near sea or high altitude regions where salt is used to melt snow. Rust is

dangerous for the classic body of the car because it has the ability of damaging the body completely and also its removal is very difficult and complicated. Rust is a major problem especially if you live or are planning to live in a seaside or snowfall areas where salt is used for melting the snow. Sand and snow starts developing rust on a car from its base, which eventually grows upwards destroying everything in the way.

Few ways are effective in rust removal, but firstly you need to find the rust from every corner of the vehicle. The symptom of rust is the appearance of small swollen areas or bubbles in the painted region of the car. In most of the cases, the rust is difficult to find as remains hidden under carpets, in cracks, beneath the bumper, between panels, and other such areas. Neglecting the existence of rust on your car can prove out to be very expensive as it can fully damage it.

There is a method of checking upon the severity of the rust. This can be done by knocking or lightly hitting the visible bubble with a hammer or a rod. If the metal beneath the bubble is feeling to be soft and weak, it means the rust is very severe and needs to be cured on immediate basis. However, if the swollen area breaks or develops a hole, then it means that the rust is still at a lower level and can be removed completely through right techniques.

The process of rust removal involves some important tools and materials like air compressor, metal cutter, metal gage matching the texture of your car's body, and a MIG welder containing sufficient amount of wires and gas. In case you do not have an idea about the right kind of gage then you can opt for 5" air grinder. This air grinder should be loaded with a 40-grit disc that can facilitate weld finishing. A metal gage-checking tool would also be required in the process. Other methods of rust removal, which do not include a welder, have not proved out to be very effective or reliable.

After obtaining all the required tools and materials, and before you start removing the rust, the foremost step is to conclude the rusted area. This is done through the light hammering technique where you determine the severity of the rust and the affected area. The area that appears or feels soft and does not look very strong constitutes the rusted area and is to be marked. Now, for removing the rust, the area has to be cut with the metal cutter completely. You have to make sure that none of the part is left as rust has the property of returning on the metal very easily.

After marking the rusted area, you have to start cutting the metal with the help of air grinder carefully. Here you can implement a useful advice that is don't cut the whole area at once. You can start cutting through small cuts along the line you drew and let the rusted part fall off the affected metal sheet. Keep repeating the process until the complete rust is removed from the car and falls on the ground. Now the next step is to gather all the fallen rusted pieces to arrange them on the new metal sheet. Here you have to draw a new line on the fresh metal piece with the help of rust pieces using the earlier technique. This will give you the exact same size of new metal piece, which you can cut, with the help of your air grinder.

When you will cut the new metal sheet with grinder, a rough edge will exist on the extracted part. Here you require the 5" grinder loaded with 40-grit disc to smoothen it down. This is done by running the grinder over the burred metal part and then the same procedure is implemented on the area of the car

from where the rusted piece was cut. The 5" 40-grit grinder will help in cleaning the area completely making space for the fixation of the new and fresh piece of metal.

Now you have to weld the fresh piece of metal in the specified area. This portion is a little tricky and requires extreme carefulness and attention as any wrong move can damage it all. Here you have to use a grounding clamp for providing a hold to your metal piece. A popular clamp used in this regard is vise-grip. The clamps has to fixed at an area close to where the work is taking place but if you can't easily find one then use the air grinder to create one for facilitating a strong hold.

For executing the process, turn on the welder at a suitable current for welding the metal piece at the right place. Current adjustments vary according to different machines, so you can set it as per your machine specifications but a general current set is either three or four. Now with the help of your vise-grip hold the metal piece on place and setup the welder. Now weld the metal piece with the car portion at around the surface of 1" from every corner. After the process is finished, you can carefully remove the clamp or the vise-grip from the place.

At this point, you will have four patch panels attached to the metal piece holding it with the car. Here you have to understand that MIG welders can get extremely hot and thus to finish the process, you have to divide it in sections. Weld 1" beads at a time starting from the top, this way you can join the metal to the car along with welding the patch panel in the area. Do this by fixing one side of the metal patch and then leave it to cool down and then move forward to the bottom of it. Repeat the same technique for the sides too and here you will finally get rid of the rust completely, left with only the welding finish job.

For giving a finishing touch to your metal patch, use the 5" air grinder loaded with 40-grit disc. If the job is done perfectly then there will not be any visible marks of rust or welds on the repaired area. Here you job is complete of removing rust from your car.