



## J2 TECHNICAL ARTICLE

Number 111

May 5, 1982

From Octagon Heaven

### THE BULK HEAD GALVANIZED SKIN

I believe the sheet metal skins were made of 28 gauge metal. That is not real critical.

The original pieces of sheet metal were held onto the plywood by

In today's modern world of glue, I found that "Loctite" Super Bond 416 did a fantastic job of bonding the sheet metal to the plywood. This is an almost impossible task as almost nothing will adhere to galvanized (zinc), not even the wonder liquid rubber (bath tub caulk) What I did was to cut the bulk head to finished size, drill and cut all holes, and then finish it with two coats of polyurethane exterior varnish to protect the wood from moisture. I then used the bulk head as a pattern and using a scratch-awl, scribed the piece on the sheet metal. I cut out one side, glued on the sheet metal, and drilled all holes using a wood block backing to drill into. Then repeated the step for the second side. A small abrasive wheel in a drill did a nice job of dressing the edges afterwards.

The dimensions for the steering wheel shaft hole may be a little off in terms of right to left positioning. After cutting the plywood bulk head, I fitted the piece to the supports, with the steering column in position, and then put the tub (body) into the chassis. I found that the current position of all parts of my car (could be different on yours) forced the steering column to the (driver's side) left edge of the opening. The amount was not significant so I proceeded.

Oops! before I applied the glue, I used metal-prep (phosphoric acid) on the glue side of the sheet metal to clean off the usual film of oil. a stronger acid would be better but I did not want the acid to effect the exposed side, should some of it get around to the other side.