

Bud saw the letter in which Glenn Bell indicated he had helped Bud to replace his hog troughs, prompting Bud to send along some photos and a description of the installation process he and Glenn used.

## HOG TROUGHS . . . It's Not That Hard!

By Bud Weisser (Owner of 1980, RQB3024)

I purchased my replacement hog troughs from Dan Booth at *Nostalgic Motor Cars*. I chose Nostalgic for no particular reason and I am quite certain any supplier of the one piece trough would offer equally satisfactory service. In addition, I purchased new fiberglass rocker panels and the installation kit from him consisting of all needed stainless bolts, rivets and bonding strips.

The tools necessary for the installation include a drill, *Dremel*

Start by removing the front and rear seats and the door sill molding. Next, peel back the carpeting and its backing to disclose the numerous rivets holding the hog trough to the car's body. You can correlate the location of all of the rivets by looking at the new hog troughs. Drill out the heads of all rivets. So far, no big deal. Now, go back and drill out the ones you missed the first time around.

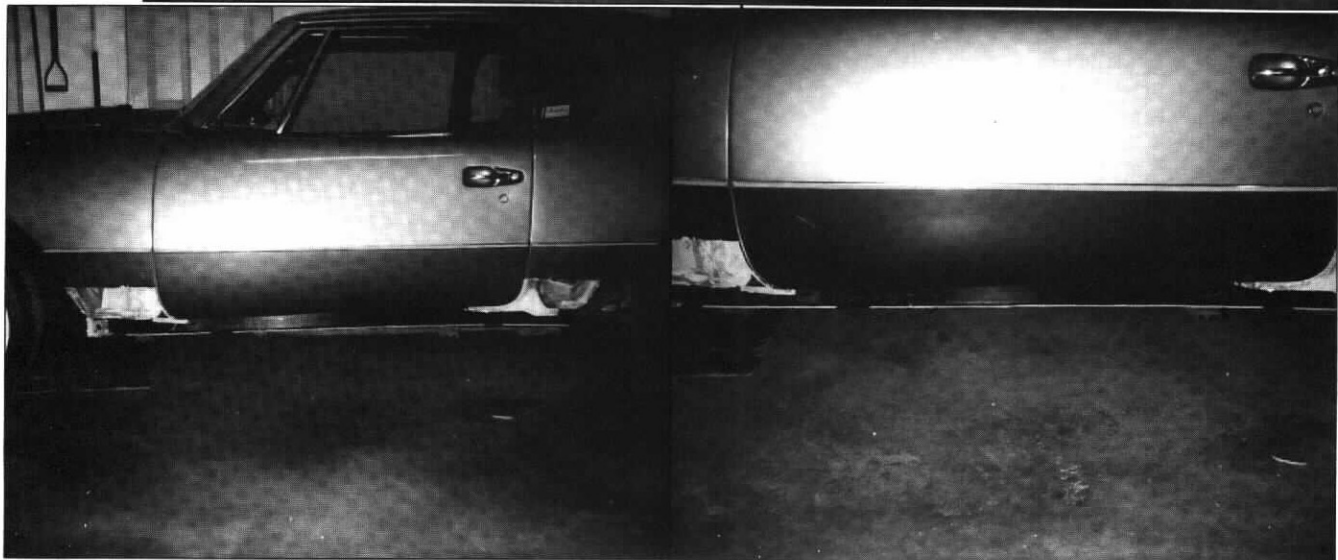
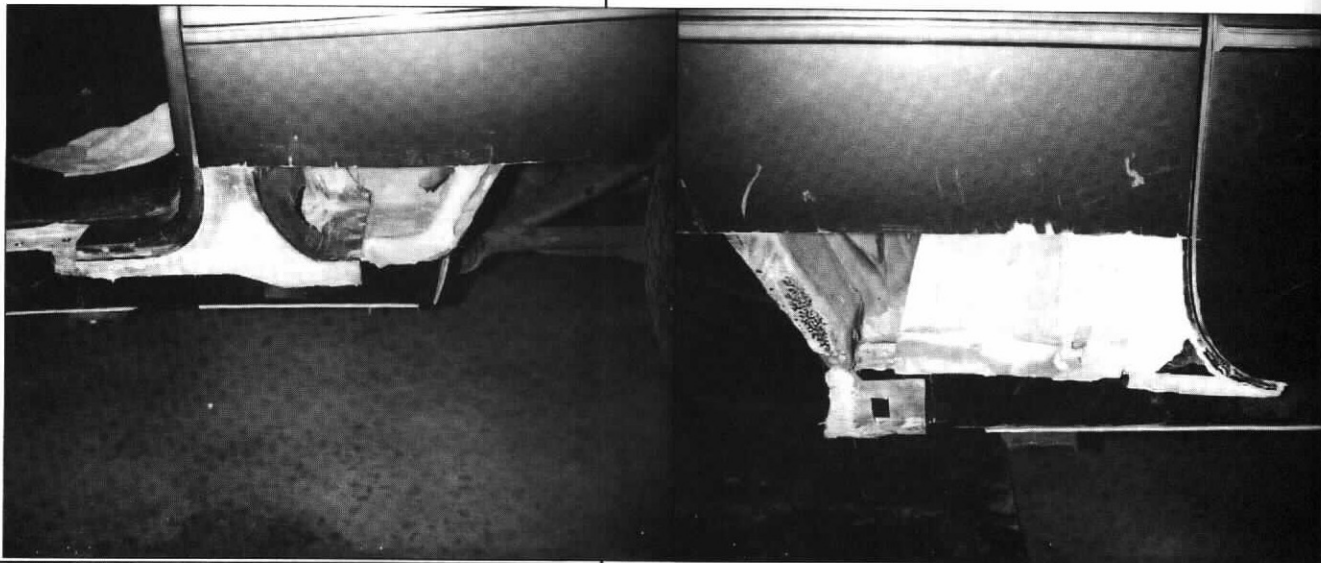
### Photos:

#1, top left - This shows the rocker panel ground down. You can see the hole to access the roll bar bolts.

#2, top right - Removing the body's fiberglass in the front.

#3 & #4, bottom left and right - Full side views showing both cuts.

Next, I took the replacement rocker panel and placed it in the position it would ultimately be in, and made a pencil mark at either end and along the top side. These lines would be the limit of my grinding with the *Dremel* drum sander. Sand the fiberglass



door sill through the first layer of 'glass to expose the rivets in the door sill area. If you run the sander over this area, you will readily see where

the entire rocker panel was bonded to the floor. Place the new rocker panel over your sanding area again to allow making a very accurate cutout.

The old rocker panel can now be pried off the bonding

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