

# Here's What You Should Know About Installing Our Products

## **IMPORTANT FIRST STEP BRACE THE BODY INTERNALLY!**

This extremely important first step applies whether you remove the body from the frame or remove old pan sections while the body is still on the frame. In either case, **BRACE THE BODY** to assure it retains its original alignment for reassembly and maintains good fit with doors.

We recommend using scrap angle tack welded for easy removal once the new flooring is installed. Make measurements carefully Brace straight across, upright and diagonally—and we even suggest tack welding the doors. When you feel you have enough, put in more. You can't have enough. As little as 1/4" out of line can give you much trouble on reassembly. Floors carry major responsibility for holding bodies together and once the floor is removed, the lower sections of the body become quite flexible. (Especially true for roadsters and convertibles.)

Several methods may be used for separating the old flooring from the body at the factory spot welds as follows:

1. Grinding. Locate the spot welds and grind through the one layer of metal to be discarded.
2. Drilling. Using a 3/16" to 1/4" drill bit, drill each spot weld through only the piece of metal to be discarded. Results of this method are quite satisfactory, leaving the metal in the best condition to form a new joint.
3. Cuffing. There are some places where it is difficult to grind or drill and where there is no joint. Best results will be achieved by using a sabre saw with metal cutting blade or a manual metal cutting saw. Either of these methods will leave the metal in the best condition to form a new joint.
4. Chiseling. With either a hand or air chisel, drive between the two metals to be separated and cut the spot welds loose. (Note: Use this method carefully to prevent distorting and damaging the metal.)

After the flooring is removed, a chisel may be used to remove the small pieces left in tight places.

We do not recommend the use of a cutting torch for the obvious reasons of likely bad distortion of the metal and possible fire dangers.

After removing the original flooring, straighten the remaining flanges with a hammer and dolly, then grind smooth. The original flooring driveshaft tunnel in your car must be removed and reused. Once removed from the old flooring and cleaned of burrs and straightened if necessary, attach to the new floor pans with sheetmetal screws or small tack welds to allow for any adjustment before tack welding. We recommend the use of sheetmetal screws also for temporarily attaching and aligning new floors to new rumble seat risers and trunk floors. (Restoration purists will certainly want to remove them later.)

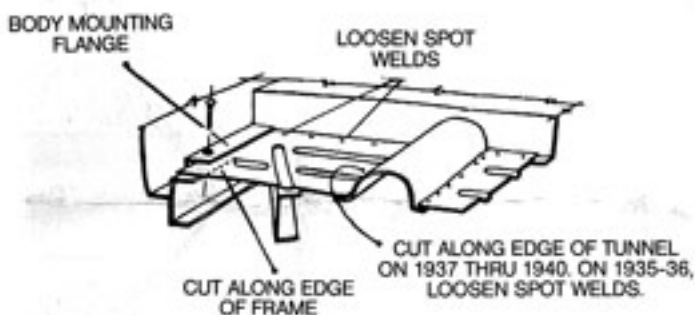
If your project is a "body-off", before welding permanently we suggest a test fit with the body set on the frame and all units tack welded in place. At this time, you can check the transmission cover for good fit as well as other alignments. Through holes in the frame you can also scribe onto the new pan sections where the holes are to be drilled for body to frame bolts. And some permanent welding may be done (e.g., floor to driveshaft tunnel, floor to trunk risers.). Then remove the body from the frame and finish welding the underneath side.

The drawings below illustrate methods for installation with the body on and off the frame. Note that when body is left on the frame, body mounting bolts must be loosened to raise body sufficiently to permit sliding new pans between the body and the frame.

Please avoid shortcuts. Take your time and you will produce excellent results. We would also urge you to strictly follow all safety procedures and practices and to adhere to tool manufacturer's precautions.

### **METHOD 1—BODY LEFT ON FRAME**

#### **STEP 1: REMOVE OLD PAN SECTIONS**



#### **STEP 2: REPLACE WITH NEW PAN SECTION**



### **METHOD 2—BODY REMOVED FROM FRAME**

#### **SEPARATE AND REMOVE OLD FLOORING RETAINING BODY MOUNTING FLANGES**



#### **TRIM OUTER EDGE OF NEW PAN TO FIT UNDER BODY MOUNTING FLANGE**



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