

Chapter 6 - Floor Pan Installation (Video Clip 6)



132. Floor Pans arrived on 7-6-2011, the day prior to me going out of town for a few days. My Luck.



133. After unpacking I reviewed them to make sure they are the correct pans. The seat track are the 70's or earlier so they were correct.



134. The pans were ordered form CIP1 and are 18 gauge, the best you can buy. Which is very expensive! If you are going to do it, do it right.



135. There was a sticker on back as shown. They were ordered from California, shipped from Canada and built in Virginia.



136. Since I have a convertible, I must first cut off the jack stand.



137. It has been 27 Years since I've done this so by the time I got to the second pan I was a semi-pro again..

Note: I found out later (step 185) that it would be better to make the pan bolt holes oblong since they did not fit perfectly. This will be easier now, instead of than later on, when pan is on the car. Plan on installing the pans, mark the holes, remove the pan to cut the holes to fit, and then re-install the pans.



138. After a few cuts the jack stand was able to be lifted off, then the weld area could be cleaned.

(Work on this section - 2 hours)



139. I wanted to remove the cheap factory prime. I did not want my POR15 put on a cheap factory paint that would come off, likewise my POR15 would also come off. I put on one coat of paint remover.



140. Then a second and third coat of paint remover.



141. Three coats of paint remover, a little bit of elbow grease and the floor pan's are all cleaned up. Remember you should be ready to paint quickly since metal start to rust as soon as the air hits it with no protection on.

(Work for this section - 3 hours)



142. I masked off the area, with masking tape, so paint will not get on the areas to be welded.



143. After wiping the pans down with a clean rag and then an acetone rub, I painted them with POR15, that I purchased from the Eastwood Co.



144. The first coat of POR15 completed for both pans.

(Work on this section - 1 hour)



145. The second coat of POR15 completed for both pans. A Third coat of POR15 will be painted after the pans are fully installed.

(Work on this section - 1 hour)



146. When the second coat has dried, remove the masking tape off of the future weld areas of the floor pans.



147. Rub the masking tape area down with steel wool to remove any tape residue.



148. Use Self-Etching Weld-Thru Gray Primer and spray a coat over the future weld area.



149. Pan shown with one coat of Self-Etching Weld-Thru Gray Primer sprayed over the future weld area.

(Work on this section - 1 hour)



150. Grandson McNeil, marking layout lines for the punch holes.



151. Layout lines are on 2 Inches center per the original manufacture specifications per Walt (my welder) directions.



152. McNeil punching holes with a diameter of 0.19 Inches or 3/16". Walt later advised it would be better to have 5/16" holes.



153. McNeil, punching the holes on the second pan.



154. Grandson Andrew, takes a turn in punching holes.



155. Close-up of the holes punched.



156. McNeil spraying on the self-etching weld-thru gray primer over the holes punched.



157. McNeil sprays on the self-etching weld-thru gray primer over the holes punched.



158. The finished pans prepped and ready for installation.



159. Before installing the pans, move back to the body and sprays on the self-etching weld-thru gray primer over the weld areas.



160. Disconnect the steering shaft and the horn wire using two 14MM wrenches.

Note: I went on and removed the bolts that I loosen in steps 53, 54 and 91 since I decided that I may raise the car a little more than I had originally planned.



161. I did not disconnect the brake lines at this time since they were slip on type, but I will keep checking on this as I raise the car.

(Work on this section - 2 hours)



162. Jack up the car and put the jack-stands on concrete blocks and under the bumper support as shown.



163. Then lower the car. The chassis dropped about 4 to 5" in the rear and about 3/4 of an inch in the front.



164. A view of the jack-stands from the rear of the car.



165. You can see the chassis is separated from the body about 4 to 5 inches. The front is only about 3/4".



166. I slid the passenger pan under the body for a trial fit.



167. To keep from warping the body on a convertible shut and lock the doors. Use a ladder to climb in and out of the car. This would not be necessary on a sedan.



168. Climbing in and out of the car got old, but I survived.



169. Before, I could install the pans there there was a little pan material in the front right corner that had to be removed.



170. I cut most of the material out, but ended up cutting about 1/4 inch off of the right corner of the right pan and 1/2 inch off the left corner of the left pan, to make it work.



171. The passenger pan slid into place over the rack on the frame in the rear.



172. Note: This is a test fit. It's hard to tell exact fit, until the body is lowered to the chassis.



173. A view of the weld side on the front portion during the test fit, prior to lowering the body in place.



174. A view of the weld side on the rear portion prior to lowering the body in place. Now move to the driver side pan.

(Work on this section - 2 hours)



175. Disconnect the brake line to the rear of the driver side floor pan, with a 11mm wrench.



176. Pull brake line out of the way and place it as high as you can get it to minimize brake fluid leakage.



177. Both pans are now in place for a test fit, but not connected. The body was lowered back down on the chassis, but not all the way. The brake line was pushed through the pan hole and reconnected. No bolts installed yet.

(Work on this section - 2 hours)



178. Raise the car again and put the car on jack-stands so you can install the chassis seal between the pan and the body.



179. My seals came without bolts holes cut, and I did not have a punch large enough so I sharpened one end of a 1/2" diameter pipe sleeve to make a punch. I am not strong enough to push the point of the floor pan bolts through the rubber.



180. With sleeve and hammer I was able to cut the holes as shown. But, it is better to use a steel sleeve rather than the copper sleeve I used.



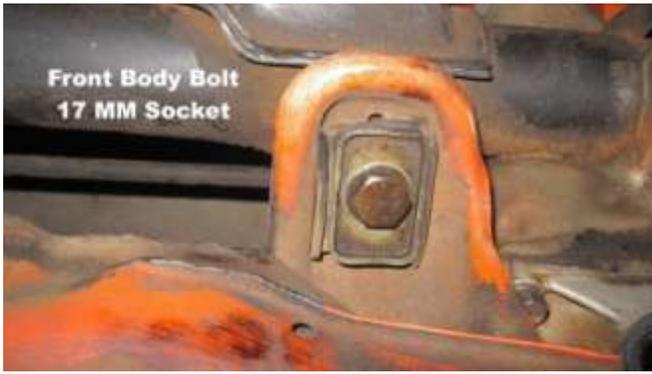
181. On the next side, I used a razor blade knife and cut the holes in the pan molding for the bolts, as shown.



182. Finally, I was able to get the pan to lay generally flat so I could start installing the body bolts.



183. I started with the rear body bolts behind the rear fenders using a 17MM socket.



184. Then I installed the two front body bolt under the gas tank using a 17MM socket.

(Work on this section - 5 hours)



185. As you can see the factory hole did not match up with the body bolt hole so I had to drill/cut an adjacent hole. This was very time consuming with the pan on the body. I have gone back to step 137 and suggested that you make these holes oblong prior to installing the pans. Or you can install the pans, mark them, and remove them, to cut the holes and then re-install the pans.



186. The spot weld removal bit seems to work best in drilling the adjacent holes but this process was not easy.



187. To make sure I did not have any paint or debris in the bolts holes I sprayed the hole with lubricating oil and ran a metric 8 x 1.25 tap in each holes to repair the threads. Note: One bolt, the third back from the front on the driver side, appeared to be oversized, apparently from the first restoration, so use a 15MM socket on this bolt, and if it is ever removed, put it back in the same position.



188. Finally, I was now ready to jack the pan tight to the frame and install the first pan bolt. A Total of 18 bolts.

(Work on this section - 5 hours)



189. All bolts in place and tight for both sides, just need to weld them.

*Work on this section - 4 hours
Work on this chapter - 28 hours
Total hours - 72*