

hesitant about cutting out the bottom of your car, this might be one job best left to a professional shop.

The first step of the repair is to remove the seats and carpeting from the inside of the car. This will give you a good view of just how extensive the rust damage is. Next, inspect the bottom of the car, and remove any obstructions. If you are repairing the right side, temporarily relocate the gas evaporator hose that is clipped to the floor pan bolts. You don't want venting gasoline fumes in the area when welding or grinding for obvious reasons.

Next, remove the floor pan bolts, nine per side, that hold the floor section to the pan. Pry the pan down from the heater channel being very careful not to damage the floor pan gasket sandwiched between the two. Break the inside tunnel, front and rear edges of the floor loose with an air chisel. This can be done with a hammer and chisel, carefully breaking



ABOVE, clean and grind off all old welds along the bottom edge of the tunnel where you will be welding to ensure a proper fit. Position the new floor back in the opening after mounting the original pan gasket.



ABOVE LEFT, reinstall the nine bolts then secure the floor to the outer portion of the car making sure the gasket is aligned. **ABOVE RIGHT**, press the two pieces together on the tunnel-side edge of the floor and tack weld in position. Use a body hammer to knock down any high spots. This is how the section will look once installed.

each weld, but the air chisel is quicker and leaves a fairly clean edge.

Once the old floor section is dropped out of the car, it is time to prepare the replacement section. There is not much to do on '70 and earlier cars, but later cars will need modifications for the seat mounts. Our sample car was a later model, so the seat pedestal was removed from the old floor. The seat rails were then removed from the replacement panel to accept the later model mounts. The front edge of the replacement floor will likely need to be trimmed and notched to fit the pan.

Next, clean the surface along the tunnel and front and rear of the pan to be welded. Knock any old spot welds down with a grinder so that you have a flush surface to mate the new panel to. Mount the original floor pan gasket to the new floor. Position the replacement panel to the car, checking for a proper fit.

Secure the part by reinstalling the nine



ABOVE LEFT, complete the welding by laying short beads, approximately 1.5-in. long and four inches apart, along tunnel-side of the floor. To prevent warpage, jump around and keep heat buildup to a minimum. Weld front and rear in place using the same method. **ABOVE RIGHT**, now weld old seat pedestal in place on the new floor panel.