



Application: 1975-1982

Part Includes

1 - Component

Steel Floor Pans



Tools Needed



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Please Read Complete Instructions Before Starting Installation. If there is any part of these instructions that you do not understand, you may call our Mid America Motorworks Tech Line at 800-500-1500. We will be glad to help.

DIRECTIONS FOR SAFE AND PROPER APPLICATION

STEP 1.

Unbolt and remove seats, seatbelts, carpet & padding or sound deadener, if present.

STEP 2.

On the Driver's side, there will be a wiring harness running along the floor pan. Move this harness out of the way. Duct tape may be used to secure it, so that it will not interfere with the installation.

STEP 3.

Place the Corvette on a lift or jackstands.

STEP 4.

Some Corvette models have a heat/splash shield on the lower firewall that may need to be removed.

STEP 5.

While the Corvette is raised, examine the underside to locate fuel lines, brake lines, cables, and wiring harnesses. These must be avoided when cutting away the rusted pans.

STEP 6.

Lay the new pans in place and mark where the upper edges meet the stock pans. You will need to leave at least 1.5" of the original pans below the lip of the new pans to serve as an attachment flange.

STEP 7.

Examine the stock floor pans to see how much metal needs to be replaced. Cut away the rusted area. Leaving enough material around the edges and center tunnel to attach the repair panels. The rear of the stock pans must be cut at point where floor begins to angle up behind seat area at the riser. For best overall fit and finish, clean away as much rust build-up, factory tar sealer, and other foreign material as possible from the contact area where the new pans are to be welded or riveted. (See Fig. 1 and Fig. 2)

STEP 8.

1977 late to '82 - On the rusted, stock pans - cut out the outer factory seat belt weld nuts & plate located near the door sill plate area. New pans have the necessary nuts in place. (See Fig. 3)



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Description (cont.)

STEP 9.

Note: For Corvettes with seat belt winders located under seat, remove the outer side weld nuts found on the new pans. Extra seat belt nuts are provided that must be welded in position, after drilling a hole in the bottom of the new pan depression (under the seat area).

STEP 10.

You may preform the forward lip of the new pans, by bending up at a 15-20 degree angle to assist in the initial fit. (See Fig. 4)

STEP 11.

Fit the new pans in place, mark and trim as needed to fit. The inner front corner may need to be bent in slightly on some cars. It is easiest to position the inner front corner first, then the outer front corner. Finally, press the rear of the pan into place.

STEP 12.

Tip: Use a hammer and block of wood to form pans into position. Outer lip near sill areas may be peened over or flanged by bending over with a block of wood and hammer. (See Fig. 5 and Fig. 6)

STEP 13.

Secure outer rear corner by drilling a small hole in the new pan and the factory riser panel. Insert and tighten a metal screw there. (See Fig. 7)

STEP 14.

Temporarily set seat in place and see if it is level. Adjust the rear of the pan, until the seat is level. Then drill holes at the inner rear corner of the pan and secure with screws. Work your way around the perimeter of the new pans, drilling and securing with 2 or 3 screws on each edge.

STEP 15.

Mark location of rear seat bolts. Drill and use supplied nut plates by holding in place over bolt holes and marking rivet hole locations on pan. Remove plate, drill rivet holes and rivet nut plates on bottom of new pans. (See Fig. 8)

STEP 16.

Now it's time to decide if you wish to weld the pans in place (preferred method) or to seal and use rivets.





Description (cont.)

STEP 17.

Welding: Remove pans. Use a wire brush or wheel to clean off car panels where pan will be welded. Apply weld primer to the outside of pans, where they contact the car. Drill holes in the pan sides & back every 2-3 inches for blind welds for best adhesion. Set the pans in place, resecure with screws and weld. Let cool, then apply caulking or seam sealer around the perimeter to block moisture.

STEP 18.

Riveting: Remove the pans. Use a wire brush or wheel to clean off the car panels where the pan will be riveted. Apply a heavy coat of sealer, set the pans in place, reinstall screws to hold in correct position. Drill rivet holes in the sides and the back and rivet in place with rivets every 2-3 inches around perimeter.

STEP 19.

Front lip may be riveted at holes found in fiberglass. Drill up into the new pan from the underside of the Corvette through these existing holes. Then rivet the front lip in place.

STEP 20.

Smooth out any sealer that extrudes from the overlap area. Apply POR15 Rust Preventative Paint to the upper and lower surface of the pans. Let cure for at least 24 hours.

STEP 21.

Install the new Sound Deadener, Carpet, and Seatbelts. Reinstall seats & firewall heat/splash shield, if removed.

STEP 22.

Lower the Corvette & test drive.