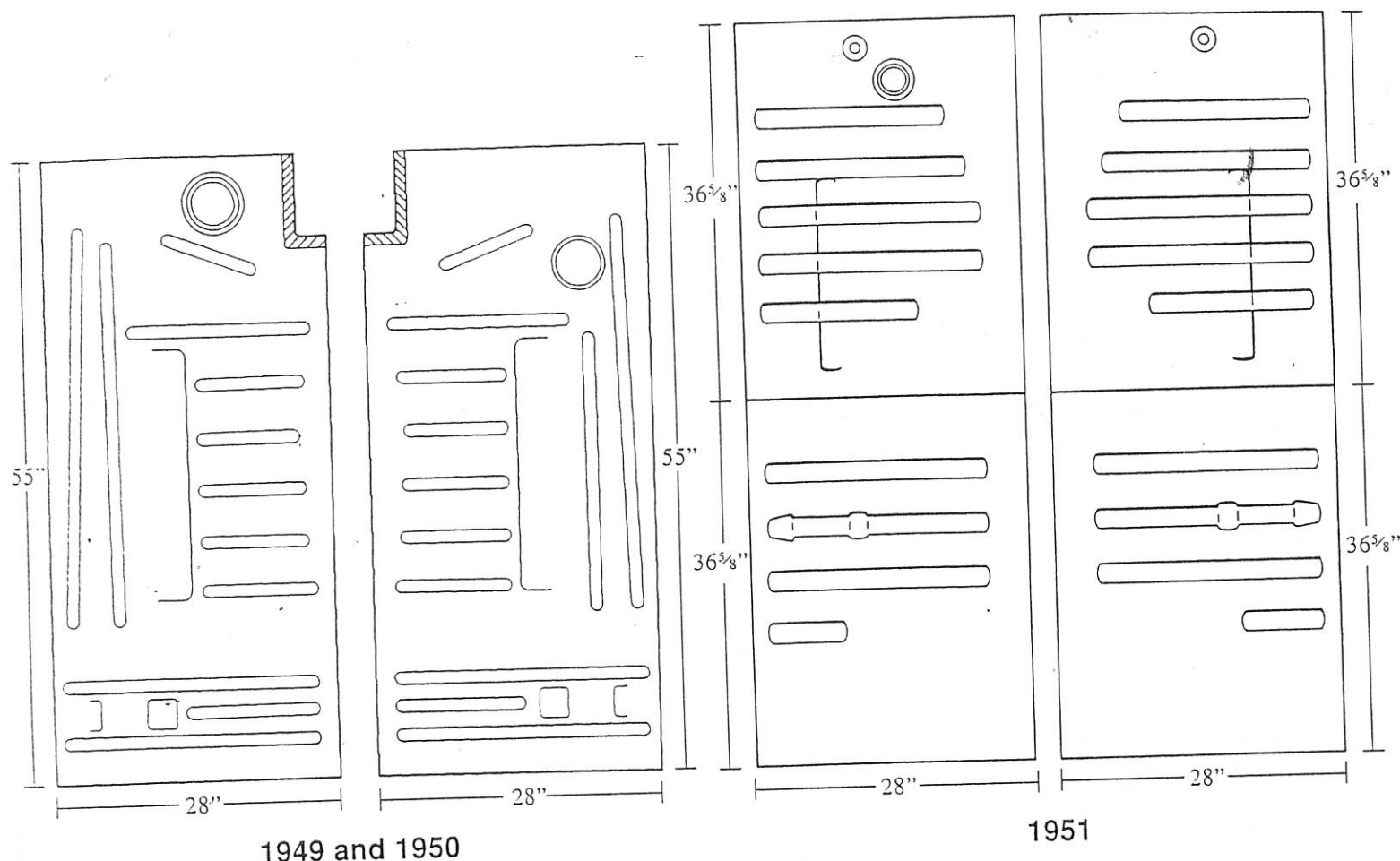


Replacement Floor Pans 1949, 1950 and 1951 Ford Cars SPECIFICATIONS



1949 and 1950

1951

Important Points About Installation

First—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, 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. And we suggest tack welding the doors. Several methods may be used for separating the old flooring from the body at the factory spot weld as follows:

Grinding: Locate the spot welds and grind through the one layer of metal to be discarded.

Drilling: Using a 3/16" to 1/4" drill bit, drill each spot weld through only the piece of metal to be discarded.

Cutting: 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 or hacksaw.

Chiseling: With either a hand or air chisel, drive between the two metals to be separated and cut the spot welds loose. After removing the original flooring, straighten the remaining flanges with a hammer and dolly, then grind smooth. The original flooring driveshaft tunnel in the 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 final welding.

If the 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, all alignments can be made and holes for body to frame bolts can be drilled. Some permanent welding be done at this point, i.e., floor pans to driveshaft tunnel.



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