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Carpet Replacement

By Roger Kizer

I have been driving my car for over a year with just the metal floor and a pair of cheap floor mats. My lovely wife suggested maybe a carpet would be a good idea before the next big trip as she remembers the trip to Carlisle being loud and hot. So heeding my wife's concerns, I decided to go the extra step and apply Dynamat to the floor before installing the carpet. I ordered the carpet from ACC with the extra heavy backing. After the install was complete and getting everything else reinstalled, I hadn't driven a half mile and could tell the difference. So quiet! The car has a different feel to it now. It feels like I'm driving a car and not a "project" anymore. I couldn't be more pleased with the Dynamat and the new ACC carpet.

We start by pulling the front and rear seats, kick panels, console and shifter and yes, the gas pedal. Vacuum the floor very good, make sure all your body plugs are in place and all your seams are sealed



Here we begin laying the Dynamat. I'm using the ''Extreme'' version of the product. This stuff is pricey, but worth it. The trunk kit I bought has five 4 square foot pieces and cost \$175.00. Since the passenger side is narrower than the drivers side, I'll use two pieces here and the remaining three on the drivers side and top of the transmission tunnel.

This is a peel and stick product. Simply peel the paper backing off and press in place. I suggest peeling the backing off 1/4 to 1/2 way, pressing the mat down as you go. You will need to mold it into all the contours of the floor as best as possible to get the Dynamat to perform its best. I used the ball end of a small ball peen hammer to smooth the mat into the tight grooves in the floor.





The Dynamat is very easy to cut with common scissors. You want to use all of it, so plan your cuts wisely.

When it looks like this, stop. I used every inch of the mat covering all the important areas where noise and heat would effect passenger comfort.



Carpet Time! We start with the rear section. Take your time and center the carpet on the tunnel. THIS IS IMPORTANT!

If the carpet is off too much to one side or the other, the cuts you make for the center console will show.

With the rear section centered, I made the cut for the drivers side rear seat catch.





Here you can see the rear bracket for the console. I thought I had the carpet centered and when I made the cut for the passenger side rear seat catch, the carped laid down better and moved to the right some. I was only off by an inch, but a 1/2 inch more and my cut would be visible on the outside of the console.

Just like in woodworking, "measure twice, cut once."







Here's where the fun starts. You folks with a column shifter have it easy.

Take your time and cut slowly. I pushed the carpet up to the bottom edge of the heater box and then felt through the carpet to feel the edges of the front console brackets, making small left to right cuts, then front to back up the center, I split open a square hole smaller than the brackets. This allowed me to move the carpet left to right making sure it was centered before making the final cuts to lay the carpet down.

The hard part cutting the carpet is cutting through sections with the heavy backing. Use a very sharp blade in your razor knife.



Here is the finished cuts before the excess is trimmed. Again I was close. Look at the forward passenger side console mount. The carpet should be right next to the bracket. Again, the console extension should hide this.







The ACC carpet came with a new dimmer switch grommet. Lay the carpet over the switch and feel the dimmer switch through it. Make a small cut with your razor knife. Make sure its centered, and cut a nice round hole just a little larger than the dimmer button. Then install the grommet.

The gas pedal is another story. After you poke holes through the carpet and get the gas pedal bolts through the holes, you need to have someone push the pedal down while you climb under the car to start the nuts. You will be compressing the heavy backing material and may want to trim it off in this section first.



Time to make holes for the seats, seat belts, etc. Here's what I used to make it easier. An awl to make the starter hole and progressively larger phillips screwdrivers to enlarge the hole as you go.

At this point I have already installed the seat belts. Install the ones on the tunnel first, then the ones by the doors.





First I poke a hole up from the bottom with the awl.



Then down from the top.

I then use each of the screwdrivers, smallest first to make the holes large enough for the seat bolts to go through.



Here is what the hole looks like, easy enough to put the seat bolts through.

With the seats in and the kick panel installed, time to install the sill trim. Again with the awl, push through until you find the hole then install your screws.

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Extreme Dynamat, new heavy backing carpet from ACC and the kick panels installed with the factory insulation, the ride is much quieter and more comfortable.

The most fun part of this project? The clean-up. Yeah, actually having a floor that needs to be vacuumed is very cool.



