

# 12. Rear Floor

## Rear Floor Sectioning Procedure

The damaged floor is cut along the rearward edge of the rear crossbar, and the service part is cut so that the new floor section extends to the front edge of the rear crossbar. This allows the two sections to overlap where the crossbar is attached (figure 12-1).

### Remove or Disconnect

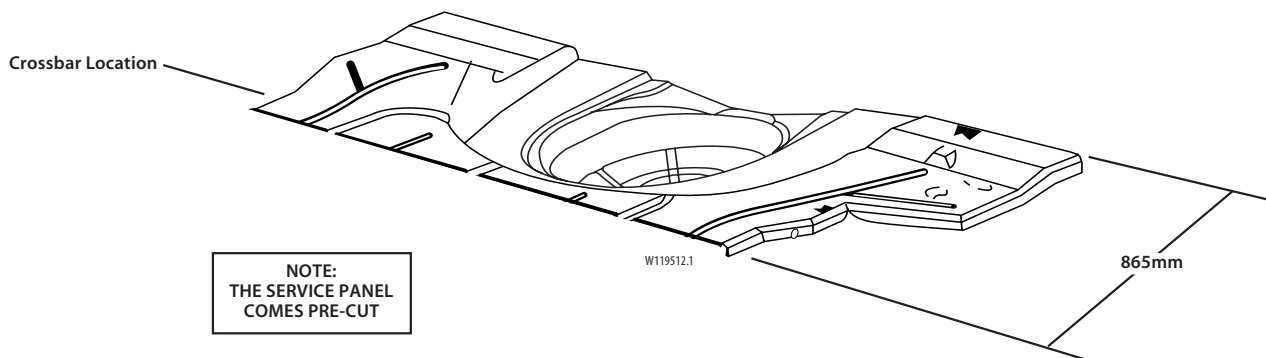
1. Remove all related panels and components, including the rear end panel, quarter panels and quarter panel extensions as necessary.
2. Visually inspect and restore as much of the damage as possible.
3. Remove sealers, sound deadeners and anti-corrosion materials as necessary.

4. Locate, mark and drill out all factory welds rearward of the rear crossbar including those along the lower edge of the wheelhouse. Note the number and location of welds for installation of the floor service assembly.

—Notice—

*Only drill out the factory welds rearward of the crossbar. Do not drill out the welds attaching the crossbar to the floor.*

5. Cut the damaged floor along the rear edge of the crossbar, taking care not to damage the rear rails, crossbar or wheelhouse (figure 12-1).
6. Remove the damaged floor section.



**Figure 12-1:**  
**New Service Floor Panel**

**Rear Floor Sectioning Procedure (con't)**

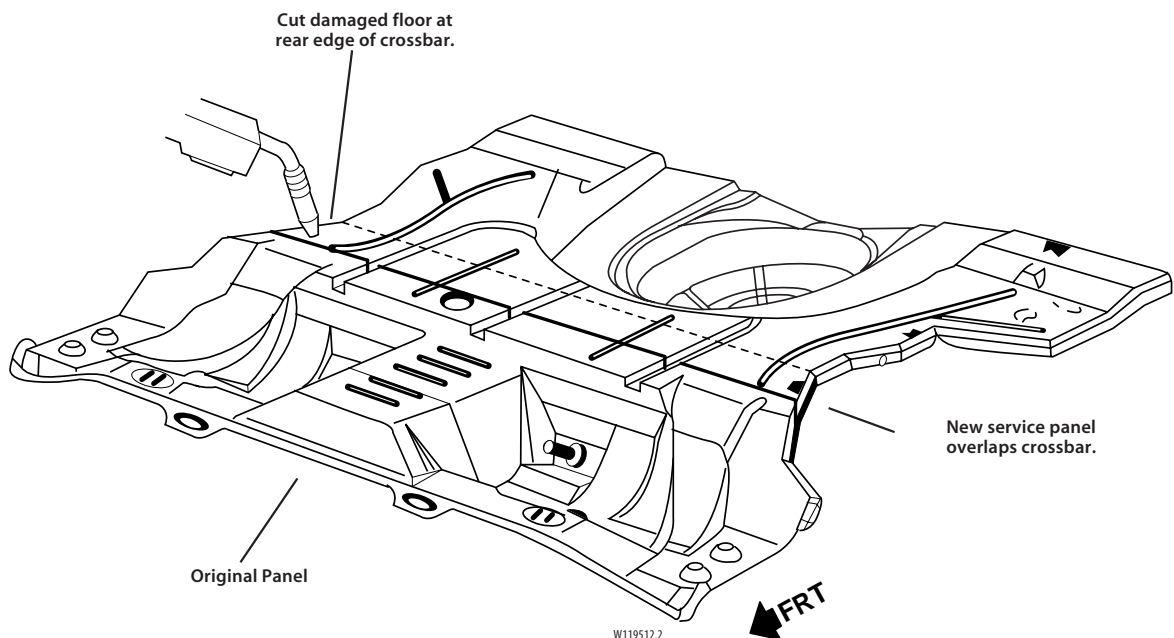
**Install or Connect**

1. The service part comes pre-cut at the front edge of the crossbar. NOTE: This cut will be about 865mm from the rear edge of the panel (figure 12-2).
2. Prepare mating surfaces and check for proper fit of the floor service assembly, allowing it to overlap the original floor on top of the rear crossbar. Mark the location of the rear rail and crossbar flanges on the bottom of the floor service assembly.
3. Drill 8mm ( $\frac{5}{16}$  inch) plug weld holes as necessary in the locations noted from the original floor. Also drill weld holes where the new floor section attaches to the rear rail and crossbar flanges. These should be placed approximately 40mm (1½ inches) apart.
4. Position the service assembly, check for proper fit and plug weld accordingly (figure 12-2).
5. Clean and prepare all welded surfaces. Prime with two-part catalyzed primer. Apply sealers and anti-corrosion protection materials as necessary.
6. Apply sound deadening materials to restore sound deadening quality as manufactured. Use Dominion Sure Seal Paintable Sound Deadening Pads (part #110900, order by phoning 1-800-265-0790), or equivalent.
7. Do not combine paint systems. Refer to paint manufacturer's recommendations.

**—Notice—**

*The rear crossbar area must be properly sealed from moisture and dirt. Use a full-bodied caulk, such as 3M's Ultra Pro Seam Sealer (part #08360-1), to seal both the front and rear edges of the crossbar as well as the inner seam.*

8. Install all related panels and components.



**Figure 12-2:  
Install New Service Floor and Weld**