

1955-57 FULL FLOOR INSTALLATION



Parts Needed:

- 31-279 Sedan, Wagon, Nomad & Delivery Complete Welded Floor 
- 31-277 2-Door Hardtop Complete Welded Floor 
- 31-278 Convertible Complete Welded Floor 
- 31-389 2 & 4-Door Sedan Full Floor & Trunk Pan With Braces 
- 31-390 2-Door Hardtop Full Floor And Trunk Pan With Braces 
- 31-406 Convertible Full Floor & Trunk Pan With Braces 

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

- | | |
|---------------|-------------------|
| Cut-off Wheel | Vise-grips |
| Grinder | Body Hammer |
| Mig Welder | Cold Chisel |
| Drill | Reciprocating Saw |

Time Frame:

1 Week



Photo #1: The floors and braces of this 1956 two door sedan were pretty rusty and would require major surgery. Before the body was removed from the frame we fashioned a bracing system to keep everything square just in case we had to remove the whole floor.



Photo #2: Once the body was on the rotisserie we could see all the body braces were rusty. In addition to several holes in the floor pans, the inner and outer rockers were full of holes as well. At this point we

ruled out replacing the pans and braces in sections and realized it would be better to replace the floor as a single unit, complete with braces and inner rockers.

Photo #3: The new floor P/N 31-279 came with nearly everything we needed. Always have the new sheet metal on hand before cutting out the old!



Photo #4: We planned to cut out the old floor in sections, approximately one inch or so inside of the existing flanges. Plan to cut around the upper rear axle bumper mount. This mount will have to be carefully removed and welded to the new floor.

Photo #5: Plan to cut around the small braces that hold the bottoms of the kick panels. These will have to be removed from the old floor and welded to the new floor. The right side one was rusted to pieces, but the left one was in pretty good shape and served as a pattern to fabricate both sides in fresh 20 gauge metal.





Photo #6: We used a reciprocating saw to cut out the old floor approximately one inch inboard of the original flanges. The old floor clearly had some issues!

Photo #7: With the old floor out of the way, the old spot welds attaching the old floor flange to surrounding metal were drilled out with a 1/4 inch pilot point bit. We chose not to use a spot weld drill bit because we would later plug weld through these holes from the outside. After drilling, the old floor flange was removed with a chisel.



Photo #8: The flange was then cleaned of old seam sealer with lacquer thinner and straightened with a hammer and dolly.

Photo #9: The flange should be clean and straight like this all the way around the perimeter of the floor in preparation for welding.

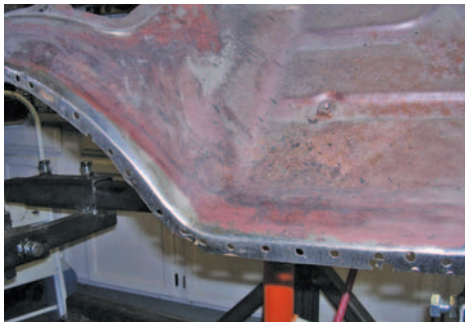


Photo #10: The entire flange was then coated with a weld-through primer.



Photo #11: The new floor flanges were similarly prepped. They were sanded with 80 grit to remove the E-coating. Holes were punched along the top and bottom edges of the inner rocker that allow spot welding to the outer rockers later. All surfaces that were to be hidden inside welds were coated with weld-through primer. The body was then raised high on the rotisserie and the floor was placed on saw horses beneath it.

Photo #12: The body was lowered onto the new floor. The flanges were lined up to our liking. Some flange sections required a little hammer and dolly persuasion. The flanges were then screwed together with self-tapping sheet metal screws every few inches.



Photo #13: The rear flange was screwed to the trunk floor. This 2x6 plank provided a little extra persuasion to bring the floor flange up tight to the trunk flange.

Photo #14: The flanges were then plug welded together. Vise grips help keep the flanges tight.



Photo #15: This is the almost finished project. Quite an improvement! The plug welds can be ground down until they look more like the factory spot welds if desired. Thanks to George Franklin #20000416 for the images and text. ✓