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69-70 Floor Pan Fixes

Approx Time Needed For Completion: Approx 20 hrs

Equipment Needed:

- Work stand or table for initial cutting, welding and working

- Cooper scraps for backing during welding (prevents blow through when doing butt welding)

- Mig Welder but should have Argon Gas attachment as flux wire is poor result or some could use Tig.

- Rotory cutter with 2 inch lazer thin discs to cut floor pan and donor panel.

- Grinders. I use 4 inch to clean up rough. Then 2 inch air grinder 40, 80 discs and the air orbital 80 120. Flat edge sanding block.

- C-clamps with flat surfaces. Adjustable vice Grip c clamps

- Body hammers and dollies

- Aluminum angle L.

Supplies Needed:

- Two inexpensive donor floor panels

- One Dynacorn full floor pan

- High fill primer

- Sand paper

- Two part epoxy to reproduce joining rib (old pan and tools to mix)

- Hand grinder with related disc and safety equipment

- Cooler with ice for your favorite beverages

Thought I would share a little tutorial on floor pan ribbing for people that are restoring their 69-70 cars be it amateurs or experienced. The Dynacorn 69 70 replacement pans are actually pretty good but do not have the correct ribbing.

It's really not that hard to do, but you have to take your time and if your not that good on a mig welder, well then you are going to learn real quick on how to use a grinder.

First thing is you have to find smaller aftermarket panels, as we need to graft portions (donor panels) from those to our new Dynacorn pan. Another thing is you have to spot weld because if you don't and run full beads, there will be a lot of warping. I choose to clamp pieces of copper underneath the pan to prevent warping.

People often ask me "how do I get the full pan into the shell". I always curl it up a bit and pass it through the windshield opening.

Hope this helps some people with their restorations.

A Few Notes About The Process

1. The time it takes to do this really depends on the persons skills. I am not a welder by trade but you start paying attention when you are spending more time grinding then welding.

All surfaces to be welded must be CLEAN! If you want nice welds then this is a must.

2. Measure graft as to leave approximately 1/8 gap all around to allow for welding.

3. Do test welds with mig welder as to make sure you get good penetration but not to much as to blow through. Lincoln 120V works fine. Remember practice makes perfect and saves time in the long run.

4. Make sure there is copper clamped at all times behind your welds.

5. To prevent warp age, just weld short sections (approx 1/4-1/2" at a time), and alternate on all four sides of the filler panel.

6. Take your time and allow cool down time as you don't want panel getting to hot.

7. Keep repeating process until you have about ¼ inch between spot welds.

8. Flip the whole panel over and continue

9. You can now fill in all the gaps but watch your heat.

10. Grind with 40 and work your way down to 180. Fill in any spots you missed.

Step #1 -

Measure, mark then cut graft panels from donor panel.

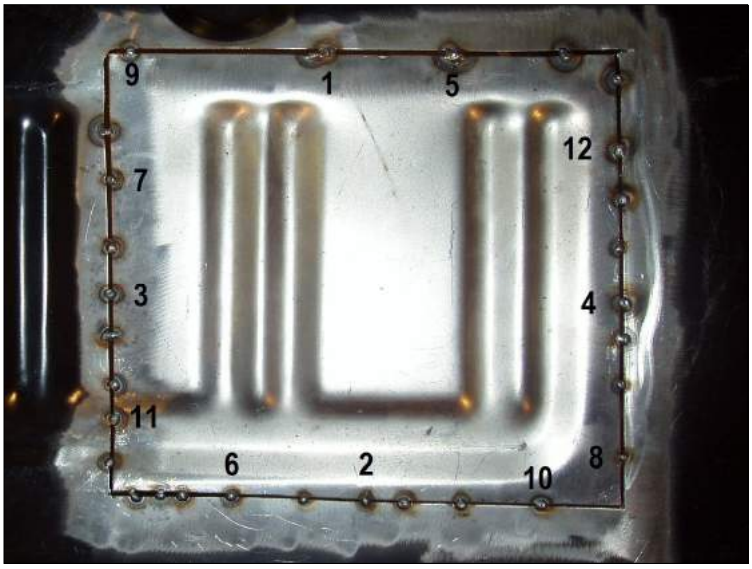
Step #2 -

Clean all edges of the graft panel well. Clean edges produce nicer welds.

Step #3 -

Leave a gape around the edges and start tack welding each side of the panel, taking time to allow the panels to cool between welds.

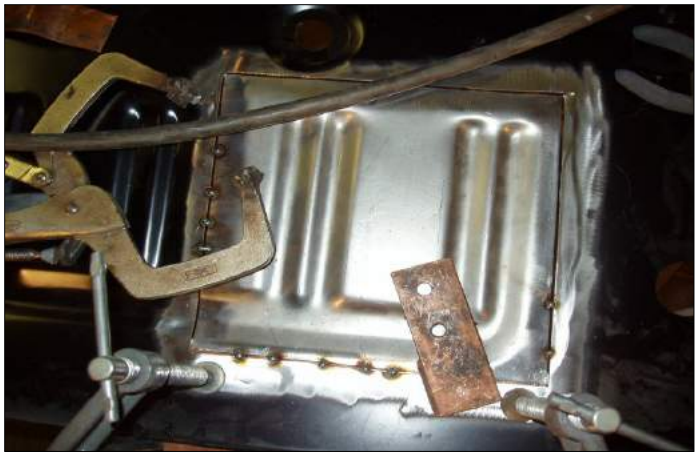
Step #4 -



To prevent our panel from warping, begin tack welding by starting in the middle of the 4 sides and work your way out while following the alternating welding pattern.

Step #5 -

Continue the stitch welds around the edge of the panel, repeating the process until you obtain approximately ¼" between each welds.



Step #6 -

Cooper plated positioned on the reverse side to help with alignment and cooling.

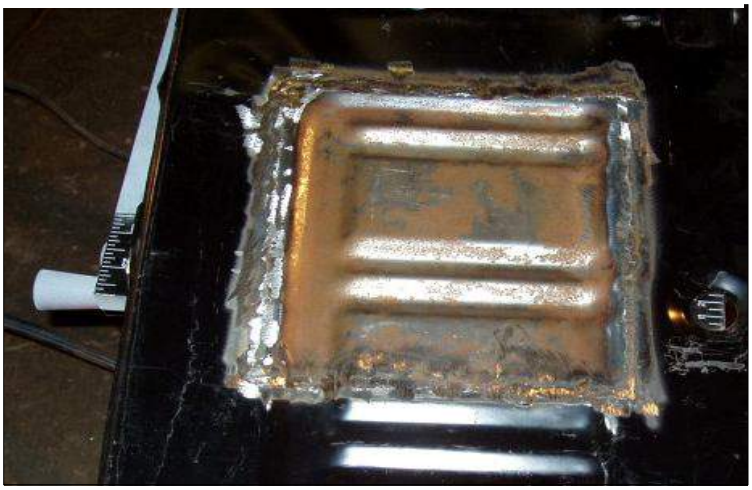
Step #7 -

Continue the stitch welding between the previous ones following the same pattern Until each gao is filled. Weld, wait and cool then repeat, alternating sides as you continue.

Again take your time and allow the panel to cool down between welds as you don't want panel getting to hot.

Step #8 -

Next do the heavy grinding to shape the surface of the panel.



Step #9 -

Grinding with a fine disc to remove scratches and produce a smooth invisible weld.

Step #10 -

Picture of the panel with the grafted panel in place, ready to be installed in the vehicle.

Step #11 -

Panel installed and primed, ready for next step.

Final Ribbing -

Final ribbing (optional) extends from the inserted panel to seat platform hole. A lot of body shop restorations delete this but I always spend extra time and do it.

1. Make a mold from old floor pan.

2. Mix up a batch of 2 part epoxy and fill the mold.

3. After drying use panel bond epoxy to mold to the finished floor. It is very strong and looks factory

4. Next fill in any scratches, and blend in the molded extension with body filler

5. Apply a nice light coat of primer and sand using a flat edge taking notice of any high or low spots

6. Continue until you get desired look and finish off with 320 grit and now your ready for pain

Additional Floor Pan Installation Tip -

Another question I'm often asked is, "the pan is to short and there is to big of a gape at the rocker panel". At first glance it does seem short but a trick I use is put a small jack on the tunnel and with a 4X4 going across the top of the door opening. Down pressure flattens the pan and spreads out so you can use vice grips and screws to attach to the rocker until you can spot weld it into place.