

# 4-Seater Boot Trimming

By Rich Chrysler

As you examine all the trunk Armacord pieces you'll see that some edges are unbound. These edges will always be covered or hidden from view when finished. This is an important clue as to installation sequence.

For all the gluing I use either 3M's spray contact glue liberally applied to both surfaces, or a top quality brush on contact glue. Do not use the "green" water based glue for this application.

I always start with the left compound curved wheel arch covering, installing exactly the picture shows.



Then you can carefully prefit the left and right vertical bulkhead covers. You'll find that they are often cut too large and need to be trimmed back some for best fit. When gluing these in, I avoid gluing over the fender fasteners in case you ever need to get in there for future work. Once glued in place you can find the weld

nuts in the wheel arches for the left tire block bolts and poke holes through and fasten the block in place. Same on the right side for the battery bulkhead wood, only the bolts with flats will fit through from the wheel arch into the captive speed nuts in the wood strip.

The forward bulkhead piece is the largest and most awkward one to fit, so prefit carefully. You'll find you need to notch out "fingers" where the Armacord comes down in front of the fuel tank area and fits snugly over and around the fuel tank strap anchor brackets. Also they originally punched a small hole in the Armacord for the fuel line to enter through the bulkhead, with a single cut down from the hole to get it in place. The Armacord originally went well down below the surface of the tank, so depending on whether the tank is out or not, you may need to cheat here and cut the total length back so it just disappears in front of the tank. At the top edge, the Armacord does not extend to the vertical flange, as shown in these pictures. When this is all adjusted for fit, thoroughly glue both surfaces. This will be pressed into each pressed waffle pattern on the bulkhead so these shapes show through when finished. Find holes for the wood block and fit. Note pictures.



The small piece of rectangular Armacord fits onto the vertical bulkhead immediately in front of the battery. The bound edge will fit to the right to result in a finished edge where it meets the right side panel. You'll need to determine where the battery cable will go through the bulkhead and make a hole for it. Originally they simply cut an X to run the cable through. Once fit dry and everything lines up nicely, glue is applied to both surfaces and the piece is installed. If it's too wide, you can either trim the left unfinished edge or simply wrap it around the edge of the bulkhead. This will eventually be covered by the black hardboard fuel filler neck panel.

The left and right lower floor well pieces should be trial fitted dry to familiarize how they fit. These will be glued onto the lowest floor area and forward onto the trunk box sections. The fully bound edges will face outboard and to the rear, clearing the rear bumper bar and support strut to the left and right sides respectively. Of course the right piece will have to be worked under the battery support brackets too. The main trunk wiring harness will be fitted under the left piece, and the rear ends of these pieces will need to be fussed with to clear the tail lamp wiring.



**The rear most piece will fit under all 3 rear diagonal struts and curve from just under the rear boot lid hoop down to tuck under the fuel tank. It must cover over the rear license lamp wiring and grommet. It must also be notched for clearance to go either side of the fuel tank hold down straps and a small notch must be cut to clear the base of the centre boot lid latch strut.**



**I usually fit this entire piece dry at first. I roll the entire piece with jute side out and feed it under the middle strut until it sits evenly centered. Then I unroll it and work it into place along the top edge, mark and cut the necessary notches, make sure everything will lie smoothly and evenly, and only then introduce glue to the flat open panel areas. It only needs enough glued surface so it will stay put. The left and right ends are bound, and they will sit over the left and right bottom pieces you've already fitted. Finally, locate and pop holes through the weld nuts under the floor and fasten the spare tire chromed loop and leather strap to the**

trunk floor, bringing the leather strap ends out sufficiently to be able to adjust for fastening later.



Now the largest piece is fitted, and that is the fully bound main fuel tank/floor cover. This lies with the front edge just nicely butting against the front bulkhead. The rear left corner is cut and sewn so it will fit over the left bumper mount bar and strut, and tuck down to allow access to the lower left stowage area. The right edge should just cover the fuel tank and stop short of the battery when fitted. The back edge will need to be folded and tucked down vertically to the bottom of the trunk floor.



The last piece to fit will be the black hardboard panel that covers the filler neck area. Carefully fold the panel into shape along the fold lines.



Two #6 chromed Phillips trim screws with cup washers will fasten the narrow front edge through the bulkhead Armacord and into the steel bulkhead.

You'll need to locate these holes from the axle side and poke an awl through to establish the positions. Lastly, fit four #6 trim screws with cup washers along the filler neck bulkhead vertical edge panel.

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