

Floor Panels

Mark,

I'm enclosing a picture (named scan 0001) showing the left main floor pressing from a late BN1. I understand you have a BT7 but the features are similar. Note the two holes in the floor toward the left side of the picture in the oval pressing. These are the clearance holes for two 5/16" bolts to pass down through the floor and fasten a metal/rubber exhaust mount with the mounting tab facing forward. The under floor insulation panel (though never originally fitted 'till the Mk 2) has to have a cutout to clear this exhaust mount.

Now note the 3 holes in line further back on the floor panel, inboard of the inner sill. These are the outboard holes for the seat track. If you fit insulation board to your car, there will be 1" clearance and access holes for the forward two seat track sleeved nuts. The insulation board usually ends just before rear one because it only runs adjacent to the length of the muffler.

The 3 holes for the inboard seat track are tucked just inboard of the main chassis frame rail, far away from the exhaust system, so no insulation board goes there.

After the downpipes from engine fasten to muffler, your BT7 exhaust system should mount to the body/chassis by the following 3 places:

- 1. Just behind front outrigger the first metal/rubber mount fastens with the two bolts through the floor, then a bolt through the mount tab and into a welded nut on a tab welded to the top front of muffler.**
- 2. The second metal/rubber exhaust mount bolts into two captive welded 5/16"NF nuts inside the back side of the rear left outrigger, mounting tab sticking down and to the back of the car. A stud welded to the tailpipes passes up through the mounting tab and a lockwasher and nut fasten the tailpipes in place.**

3. Moving further aft, a 3rd metal/rubber mount bolts into two captive 5/16"

NF nuts on the diagonal gusset between main frame member and rear cross member. (see pic named 060 showing bolt heads and an old sheared off mount base) This rear mount has the mounting tab facing down and forward and takes the last tailpipe mounting stud, with lockwasher and nut.

The pictures in the Anderson/Moment Restoration book that show the light coloured straps are actually in error, though they don't mention that fact.

The metal was originally (and today's repros are) a fairly soft galvanized steel, easy to bend as needed to curve down over the gas tank, not easy for black paint to stick to. They were originally usually black, but because the straps are always covered with the trunk Armacord material, it's a point that usually isn't bothered about.

Don't be sorry and apologizing about the detail crap. That's what we're here for, and maybe others can learn too.

Like Red Green says, "We're all in this together!"

I wasn't aware that there were different patterns for these insulation pieces. Now I get the impression the patterns that I downloaded were for a BJ8 cause of the way the other boards had a couple of cuts on the firewall board that didn't make a lot of sense to me.

Black straps? Then what color are those in the restoration book? Chrome?

Were there only two seat nuts that were covered up by the insulation panel? Were they for the outside track or inside track nuts?

I'm still not sure which way around this pattern would go on the floor?

Sorry bout all the detail crap. I don't want to cut this last board and then find out that I Shoulda, Woulda, Coulda, which has been happening a lot with this car.

Exhaust mounts? I had all new floors and outriggers replaced. I haven't checked my new outriggers but are they suppose to have captive nuts for the exhaust hangers?



