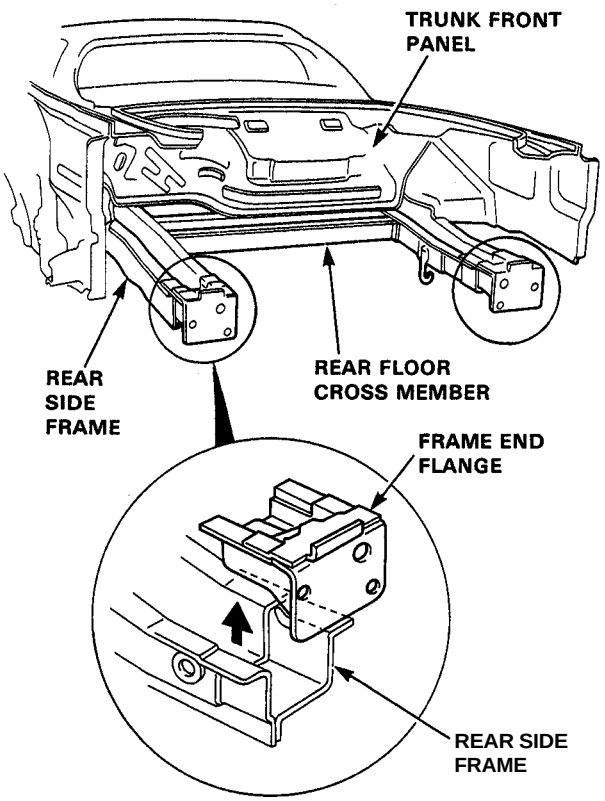
6. Mold the related parts.
   Smooth the welding flange of the rear side frame, rear side panel and trunk front panel.

   NOTE:
   - If necessary, remove the frame end flanges.
   - Check the reshaped parts for cracks (see page 2-29).



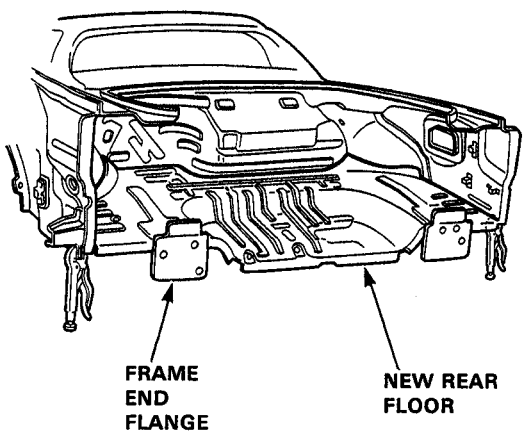
7. Keep the body level.
   Jack up the front and back of the body and place, safety stands at the four designated places of the side sills.

   NOTE: Refer to the NSX Service Manual for safety stand location points.

8. Set the new rear floor and the frame end flange.
   - Drill the ø8~ø10 (5/16"~3/8") holes for plug welding in the welding surfaces of the rear floor.
   - Remove the undercoat from the welding section of the rear floor and expose the aluminum alloy base using a disc sander.

   ⚠WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

   - Remove the paint film from the welding section of the body and clean oil contamination with a shop towel soaked with wax and grease remover.
   - Before setting the rear floor, remove the oxide film from the welding sections of the replacement panel and body using a stainless steel wire brush.
   - Set the rear floor and check it is parallel to the ground at the right and left of the rear frames.



9. Check the position of the rear frames and rear floor using the body dimensional drawings and the positioning jig.

(cont'd)

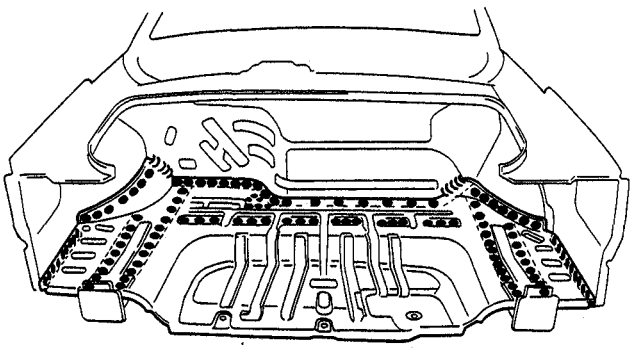
Rear Floor

Replacement (cont'd)

10. Perform the main welding.

⚠WARNING To prevent eye injury and burns when welding, wear an approved welding helmet, gloves and safety shoes.

- Before welding, perform the trial welding following the welder manufacturer's instructions.
- Remove the oxide film from the welding section using a stainless steel wire brush.
- The applicable welding methods are MIG welding, plug welding, and fillet welding.
- Check the welding sections for cracks (see page 2-29).



11. Finish the welded area.
    - Roughly grind the welds with a disc grinder. Be sure to leave the finishing allowance this time.
    - Finish grind the finishing allowance with a disc sander until it is smooth.

⚠WARNING To prevent injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

- Take care not to grind the aluminum alloy base while roughly grinding the welds.
- Take care not to grind excessively.
- Do not press on the sanding tools excessively. If the disc face is clogged with the aluminum alloy particles, replace with a new disc.

12. Apply the sealer (see section 5).
    Apply sealer to the mating surfaces of the rear floor and rear panel, rear wheelhouse and rear inner panel to seal up the clearance.

13. Apply the paint.
    See Paint Repair section.

⚠WARNING

- **Ventilate when spraying paint. Most paint contains substances that are harmful if inhaled or swallowed. Read the paint label before opening paint container.**
- **Avoid contact with skin. Wear an approved respirator, gloves, eye protection and appropriate clothing when painting.**
- **Paint is flammable. Store in a safe place, and keep it away from sparks, flames or cigarettes.**

14. Apply anti-rust agent to the inside of the rear side frame and floor cross member (see section 7).

15. Install the related parts.
    Install in the reverse order in which they were removed.

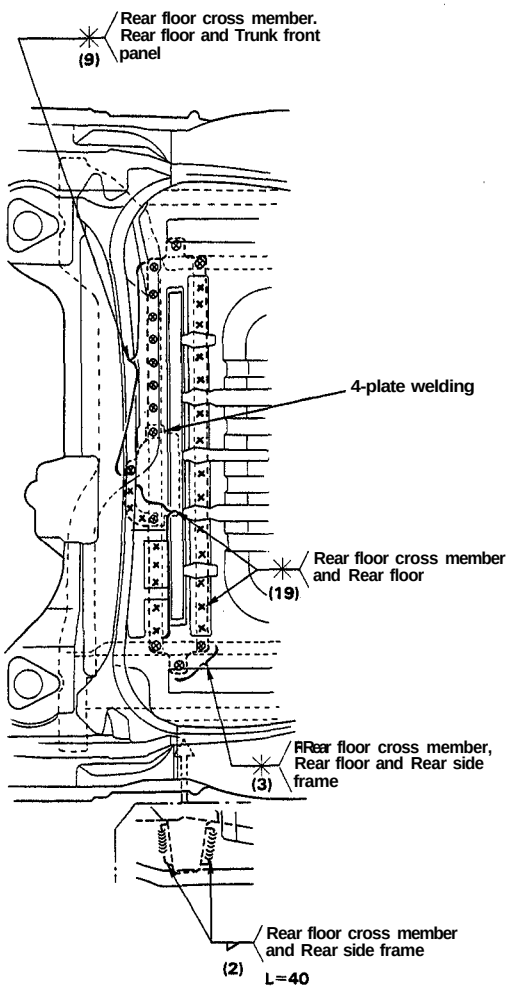
16. Inspect and clean.
    - Measure the rear wheel alignment.
    - Clean the inside of the trunk compartment.
    - Test for leaks in the trunk compartment.

Rear Floor Cross Member

Description

The rear floor cross member is critical for rear wheel alignment.
During replacement, check the position of the rear trailing arm bracket and rear damper base and position the rear floor cross member properly. Weld securely following the welder manufacturer's instructions to maintain the rigidity. Use of the positioning jig is recommended.

Mass Production Body welding Diagram



<Welding Locations>
✳ : Spot Weld
▽ : Fillet Weld
⊓ : Slot Plug Weld

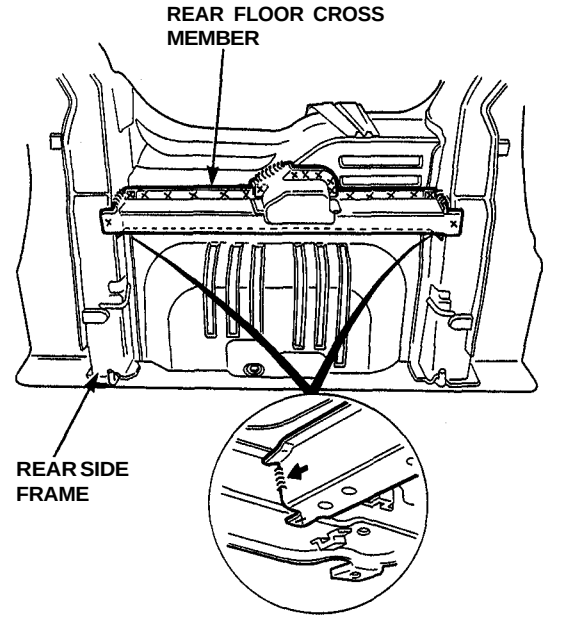
Replacement

1. See Rear Floor Replacement for removal of related parts and rough pulling out and straightening.

2. Remove the rear floor cross member.

⚠WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

- Strike a punch in the center of the spot welds from the trunk compartment.
- Drill the spot welds using a ø10 (3/8") spot cutter.
- Remove the MIG and fillet welds of the rear side frame using a rotary cutter.
- Remove the flanges using a chisel.
- Correct the welding sections of the rear floor using a hammer and dolly.
- Drilled holes in the rear floor are used for the MIG/ plug welding.



3. Peel off the undercoat.
Heat the undercoat at the weld areas of the rear floor and rear side frame with a gas torch and peel off with a metal spatula.

CAUTION: Be careful not to burn the fittings inside engine compartment when heating.

(cont'd)

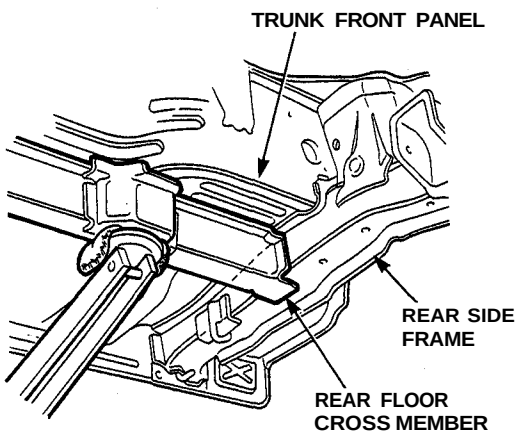
Rear Floor Cross Member

Replacement (cont'd)

4. Set the new rear floor cross member.
   - If there are no welding holes in the body, drill the ø10 (3/8") welding holes in the rear floor cross member.
   - Remove the undercoat from the welding flanges of the rear floor cross member and expose the aluminum alloy base using a disc sander.

⚠WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

   - Remove the undercoat from the welding section of the body using a disc sander and clean oil contamination with a shop towel soaked with wax and grease remover.
   - Before setting the rear floor cross member, remove the oxide film from the welding sections of the rear floor cross member and body using a stainless steel wire brush.
   - Set the new rear floor cross member in the original position properly and place a jack under the rear floor cross member for support.



   - Refer to the body dimensional drawings for proper positioning of the rear floor cross member.
   - Temporarily weld the mating surfaces with the rear side frame.

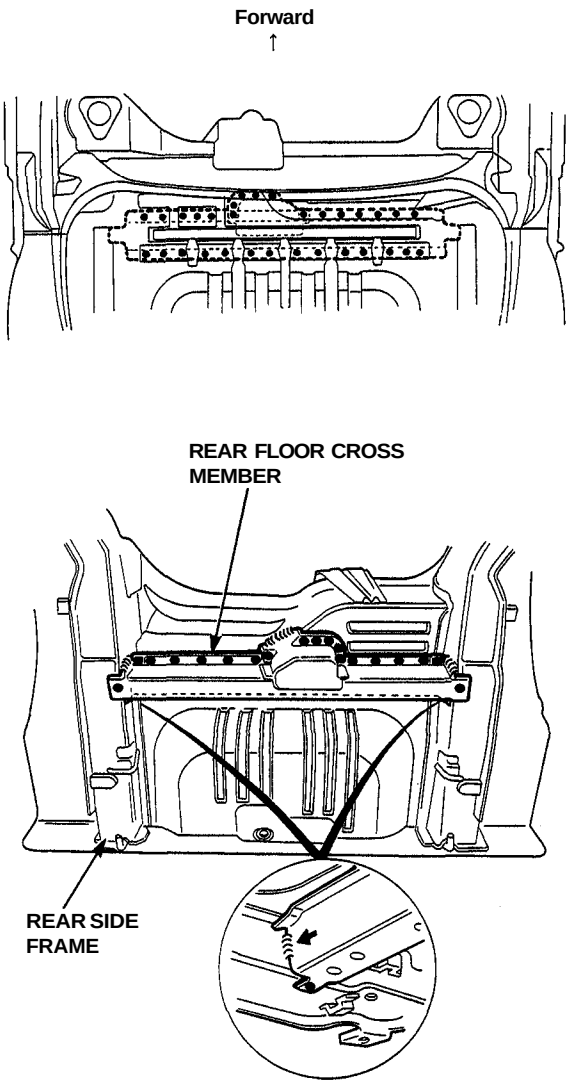
NOTE: Use of a positioning jig is recommended (see page 1-7).

⚠WARNING To prevent eye injury and burns when welding, wear an approved welding helmet, gloves and safety shoes.

5. Perform the main welding.

⚠WARNING To prevent eye injury and burns when welding, wear an approved welding helmet, gloves and safety shoes.

   - Before welding, perform the trial welding following the welder manufacturer's instructions.
   - Remove the oxide film from the welding sections using a stainless steel wire brush.
   - MIG/plug weld the rear floor cross member from the trunk compartment.
   - MIG/plug weld and fillet weld the mating surfaces with the rear side frame.
   - Check the welding sections for cracks (see page 2-29).



6. Finish the welding area.
   - Roughly grind the welds in the trunk compartment with a disc grinder. Be sure to leave the finishing allowance this time.
   - Finish grind the finishing allowance with a disc sander until it is smooth.
   - Take care not to grind the aluminum alloy base while roughly grinding the welds.
   - Take care not to grind excessively.
   - Do not press on the sanding tools excessively. If the disc face if clogged with the aluminum alloy particles, replace with a new disc.

7. Apply the sealer (see section 5).

8. Apply the paint.
   See Paint Repair section.

   ⚠ WARNING
   - **Ventilate when spraying paint. Most paint contains substances that are harmful if inhaled or swallowed. Read the paint label before opening paint container.**
   - **Avoid contact with skin. Wear an approved respirator, gloves, eye protection and appropriate clothing when painting.**
   - **Paint is flammable. Store in a safe place, and keep it away from sparks, flames or cigarettes.**

9. Apply the anti-rust agent (see section 7).

10. Install the related parts.
    Install in the reverse order of removal.

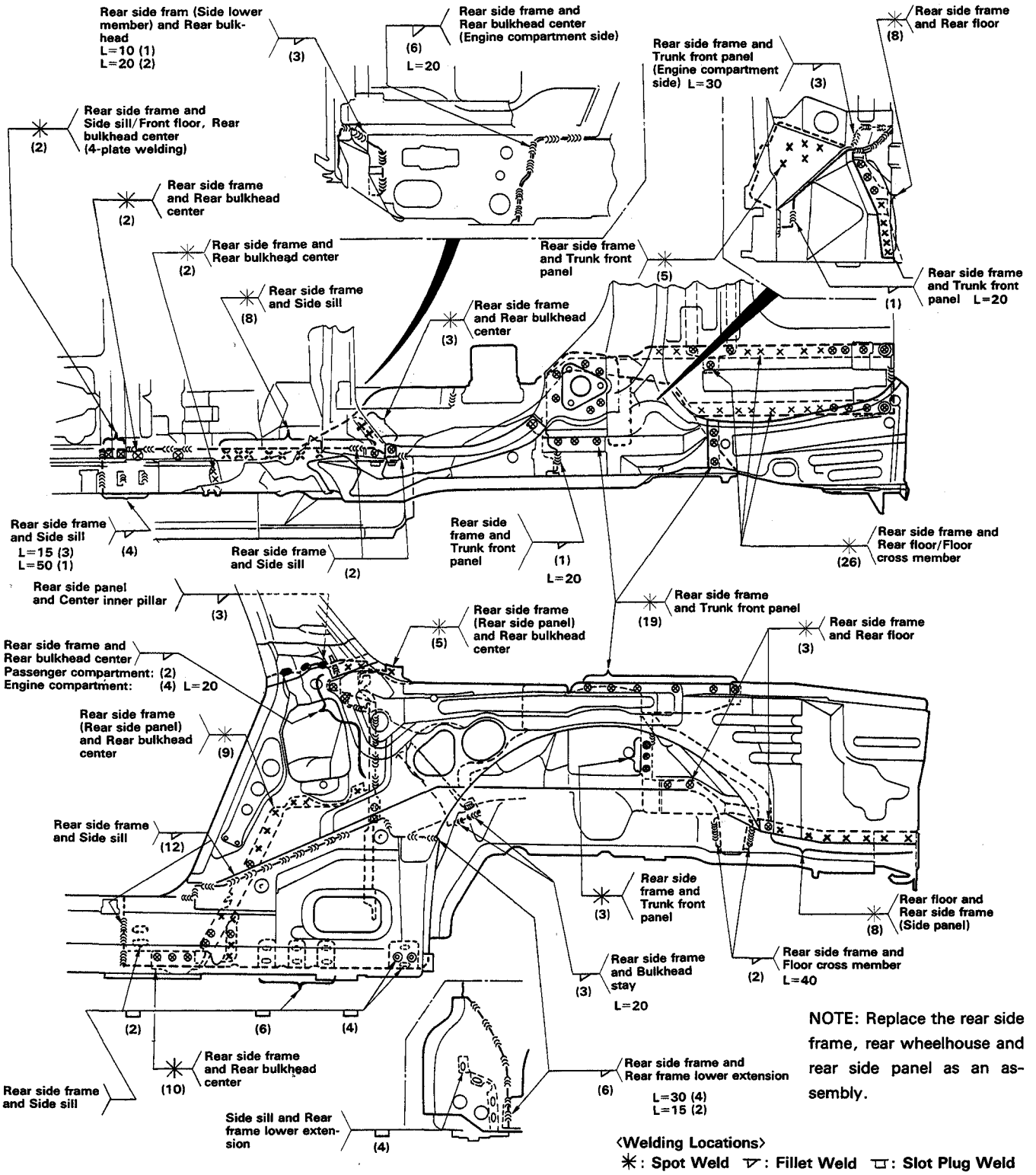
11. Check and clean.
    - Check the rear wheel alignment.
    - Clean the trunk compartment.

Rear Side Frame

Description

The rear side frame is critical for the rigidity of the rear body and for the installation of the rear wheel suspension, and engine. During replacement, be sure to position the rear side frame by using the positioning jig (page 1-7) or to the dimensions shown in the body dimensional drawings.

Mass Production Body Welding Diagram



Replacement

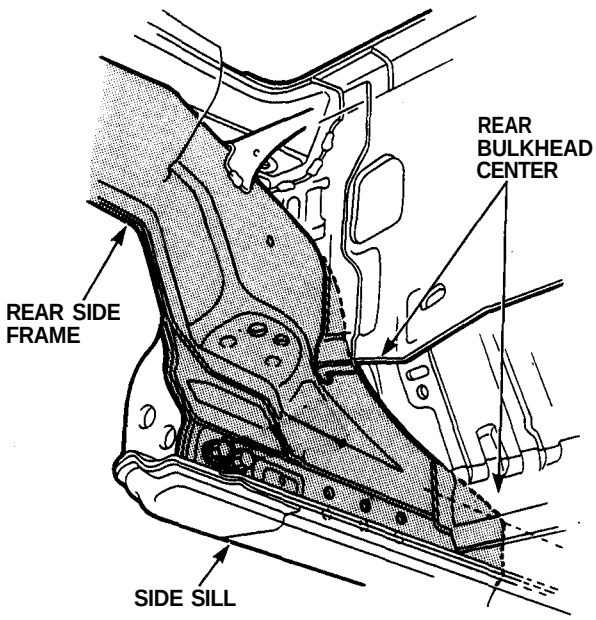
1. Remove the related parts.
   - Engine assembly
   - Fuel tank assembly

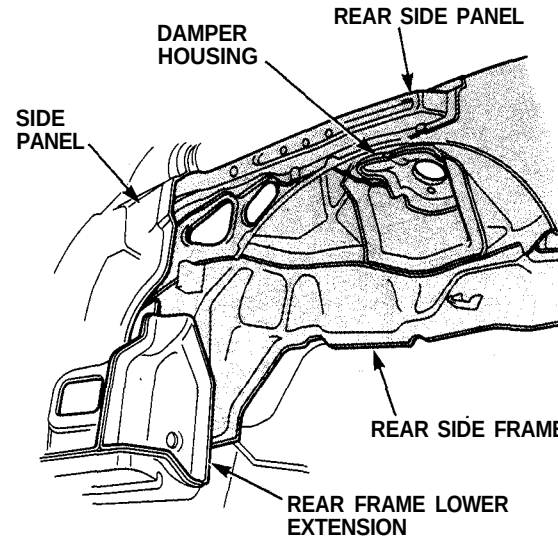
⚠ WARNING **Do not smoke while working near the fuel system. Keep open flame away from the fuel system. If necessary, remove the fuel tank and/or lines before welding nearby. Drain fuel into an approved container.**

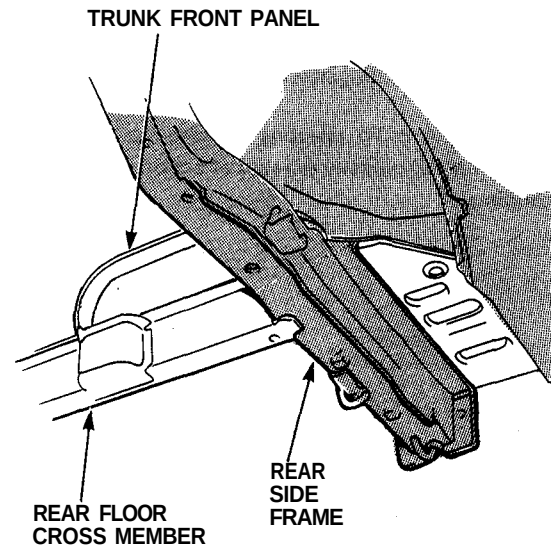
   - Rear suspension and the related parts
   - Brake hose and pipes
   - Garnish, etc. in trunk compartment
   - Rear fender
   - Others

   NOTE: With the rear panel and rear floor removed:

2. Pull out and straighten the damaged area.
   - Attach the car to the frame straightener by tightening the underbody clamps located at the jack-up points on the bottom of the side sill and the side sill side flanges.
   - To protect the car body from damage, place a piece of aluminum plate on each clamping section and tighten the clamps.
   - The collision damage may extend to the rear floor, rear inner panel, etc. Check for the damaged sections carefully and pull them out with the frame straightener to reshape.
   - Before pulling out the damaged sections, it might be necessary to heat the sections with an acetylene torch (see page 2-31).







- After pulling, check the damper base and side frame positions using the body dimensional drawings (see section 6) and positioning jig (see page 1-7).

3. Peel off the undercoat.
   Heat the undercoat at the weld area of the front floor with a gas torch and peel off a metal spatula.

CAUTION: Be careful not to burn the fittings inside the passenger compartment when heating.

(cont'd)