

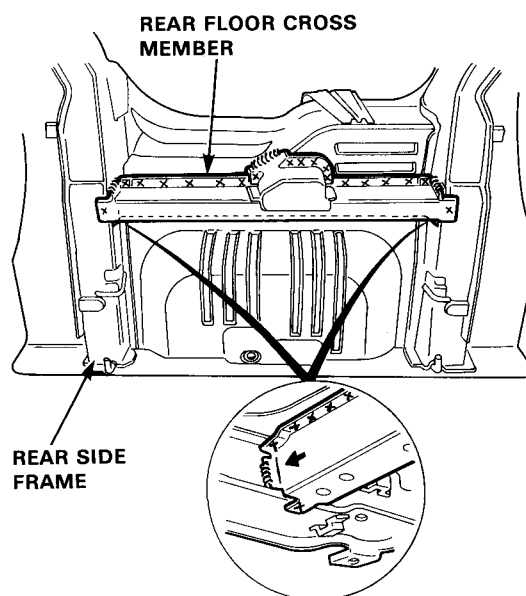
Rear Floor Cross Member

Replacement

1. See Rear Floor Replacement for removal of related parts and rough pulling out and straightening.
2. Remove the rear floor cross member.

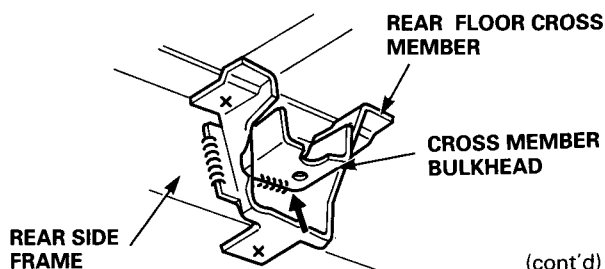
⚠ WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

- Strike a punch in the center of the spot welds from the trunk compartment.
- Drill the spot welds using a 10 mm (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.



NSX-T (opentop):

- Cut the Rear floor cross member and cross member bulkhead on each side.
- Remove the fillet weld of the cross member bulkhead using a chisel.



(cont'd)

Rear Floor Cross Member

Replacement (cont'd)

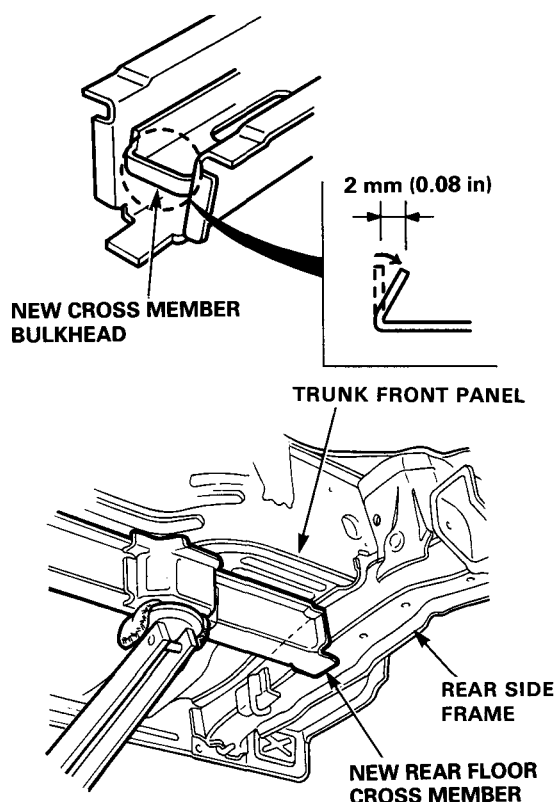
3. Set the new rear floor cross member.
 - If there are no welding holes in the body, drill the 10 mm (3/8") welding holes in the rear floor cross member.
 - Remove the undercoat from the welding flanges of the rear floor cross member and expose the aluminum alloy base using a disc sander.

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- 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.

NSX-T (open top):

Before setting the rear floor cross member, bend the weld flanges of the cross member bulkhead on each side as shown.



- Refer to the body dimensional drawings (see [section 6](#)) for proper positioning of the rear floor cross member.
- Temporarily weld the mating surfaces with the rear side frame.

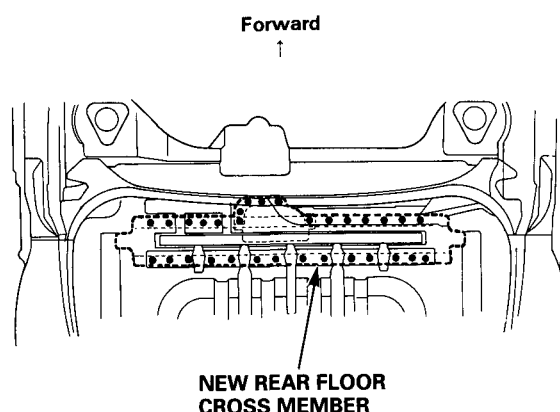
NOTE: Use of a positioning jig is recommended (see page 1-7).

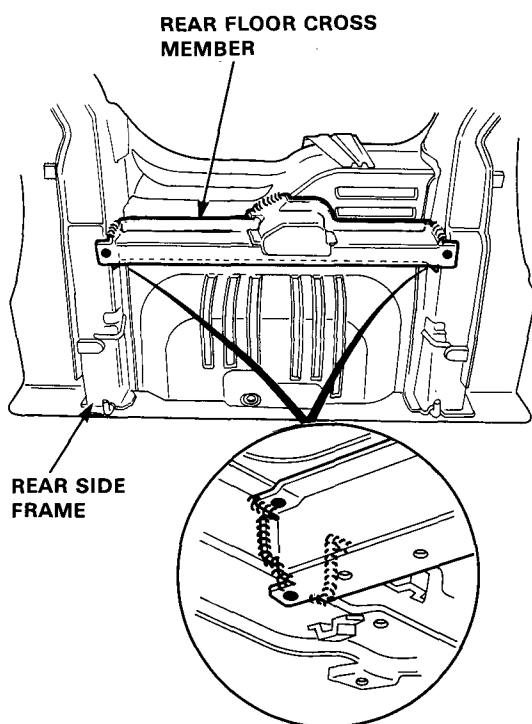
⚠ WARNING To prevent eye injury and burns when welding, wear an approved welding helmet, gloves and safety shoes.

4. Perform the main welding.

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- 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).





NSX-T(opentop):

NOTE: Make sure you weld the rear side frame and rear floor cross member, and run a bead of fillet weld around the edge of the rear floor cross member.

5. 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 is clogged with the aluminum alloy particles, replace with a new disc.
6. Apply the sealer (see [section 5](#)).

7. 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.

8. Apply the anti-rust agent (see [section 7](#)).
9. Install the related parts.
Install in the reverse order of removal.
10. Check and clean.
 - Check the rear wheel alignment.
 - Clean the trunk compartment.