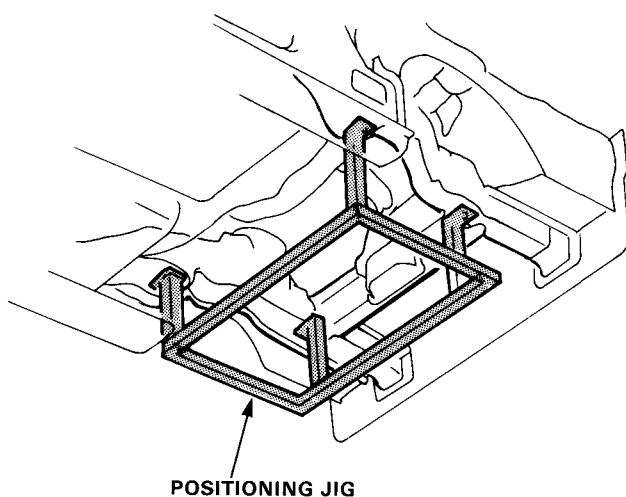


Rear Floor

Replacement

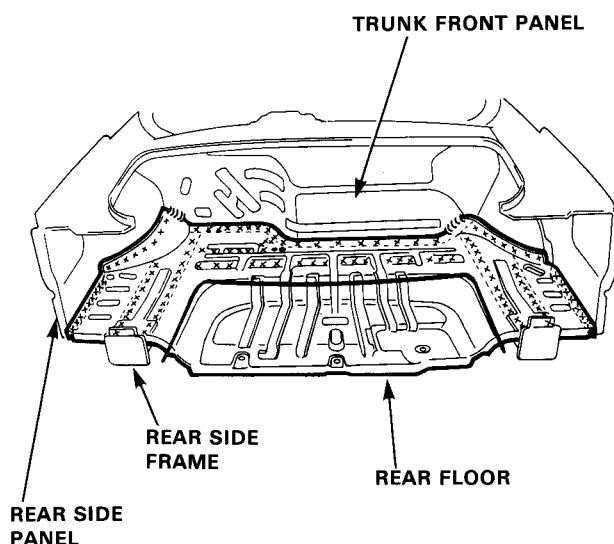
1. Remove the related parts.
 - Trim garnish, etc. in the trunk compartment
 - Rear suspension assembly, R/L. rear dampers, rear lower arm, rear radius rod
 - Exhaust silencer
 - Wire harness
 - Others
2. Pull out and straighten the damaged area.
 - Attach the car to the frame straightener by tightening 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 frame, rear cross member, and rear wheelhouse. 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).
 - Therefore, pull out the damaged area with the frame straightener and measure. Refer to body dimensional drawings (see section 6).

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



3. Peel off the undercoat.

Heat the undercoat at the weld areas of the lower rear floor with a gas torch and peel off the undercoat with a metal spatula.
4. Remove the rear panel (see page 4-58).
5. Cut and pry off the rear floor panel.
 - Strike a punch in the center of the spot welds to the rear side frame, rear side panel, and trunk front panel.
 - Drill the spot welds using a 10 mm (3/8") spot cutter.
 - Take care not to drill to the rear side frame.
 - Drill through the rear side panel as it is used for the welding hole.



- Remove the welding flange using a chisel.
- Correct the damage on the rear side frame, etc.
- Remove the burrs from the spot weld or MIG weld using a sander.

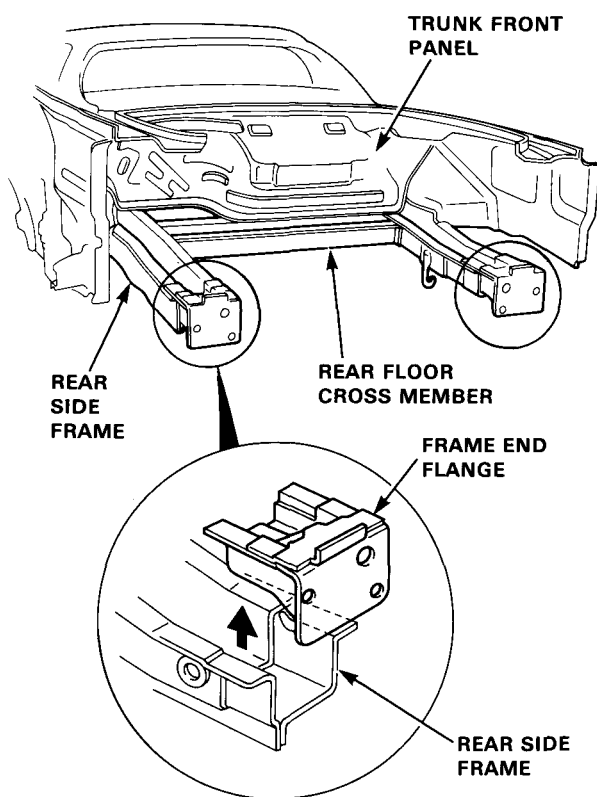
⚠ WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

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.

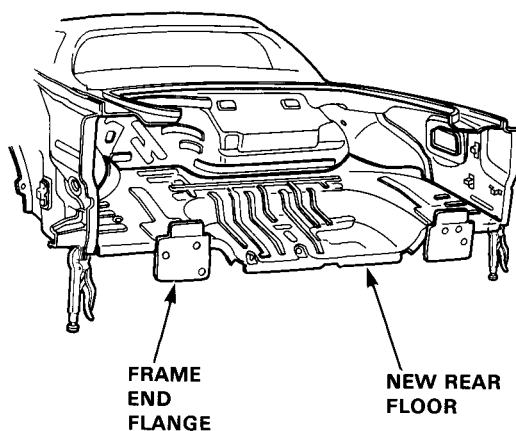
NOTE: Refer to the NSX/NSX-T Service Manual for safety stand location points.

8. Set the new rear floor and the frame end flange.

- Drill the 8~10 mm (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 (see section 6) and the positioning jig.

(cont'd)

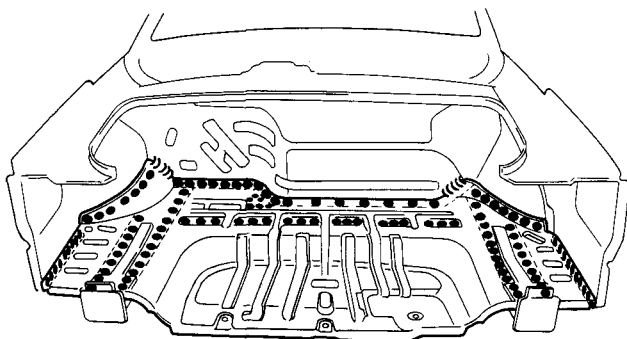
Rear Floor

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.