

Carpet Installation

Instructions

1955 – 1956 Packard Senior Cars

1956 Caribbean Convertible

Recommend 3M Spray Adhesive, where needed

The new carpet is heavy and somewhat stiff, more so than the original carpet. Therefore, it requires some patience and care to install it correctly. Adjustments may have to be made later as the carpet “settles in” and conforms to the contours of the floor pan. It is therefore important that it not be trimmed for a while. It is protected with Scotch Guard.

NOTE: The original carpet was bound in most areas. This replacement carpet is much denser and thicker than the original, therefore when two carpet edges are put together a seamless “wall-to-wall” look can be achieved. If the pieces that butt together were bound it would not look good due to the thickness of the carpet. Accordingly, I have bound only the areas that warranted binding. In areas where the carpet pieces meet at a 90-degree angle, a tight, closed look is achieved, whereas a gap would appear if they were bound.

First, install the dash carpet. Remove the plastic fasteners by pulling them out; they will break and cannot be reused. The plastic grilles are held on with speed nuts; just pull them out carefully as the speed nuts cannot be accessed or removed. See attached instructions for how to re-fasten the grilles. On cars with factory A/C, cut the carpet to fit around the evaporator & heater plenum as you cannot remove or replace the carpet behind it unless you loosen it sufficiently to do so. Purchase new nylon carpet screws: Body-Tite or Dorman brand, #45835, 2 per pkg. For GM “F Body.” Made by Dorman Products Co. www.dormanproducts.com. (This information courtesy of Scott Raswyck). See photo on right. ►



Second, install the front and rear padding. It is cut smaller than the carpet and does not have to fit in a precise manner. It does NOT go under the sill plates.

Third, install the carpet piece that is glued to the **front-facing surface** of the steel support beam for the rear seat bottom. The top of the carpet should be flush with the top of the beam. It may be a little longer than needed. Be careful when trimming! This should not be trimmed if the rear quarter trim panels (those with the power window switches in them) are not in place.

Fourth, if the car has *factory air*, glue the carpet piece to the bottom of the evaporator and heater plenum. You must cut a small hole, or slit, for the plenum control rod. The black plastic knob screws on and off.

Fifth, install all of the carpet grommets, except for the square one. It simply slides down the gas pedal and *rests* on the carpet. Install it *before* reattaching the gas pedal to the rod.

Sixth, disconnect the power brake pedal from the rod (by removing a steel pin that is held in place with a cotter pin), disconnect the gas pedal from the ball end rod (I use a Vice Grip to hold the gas pedal rod at the floor, then hold the vice grip down while pulling on the gas pedal; use this method to reinstall by holding the gas pedal rod in place with the Vice Grip while pushing on the gas pedal so that the ball end snaps into the back of the pedal).

NOTE: Make sure that you install the two rubber bellows seals on the brake pedal and gas pedal rods BEFORE reattaching.

Seventh, place the front carpet so that the bottom edge of the top center of the carpet is tucked under the carpet edge that is bound, that goes over the hump. Once the carpet is installed, bring the top center carpet halves together, tightly, with carpet tape. Be sure to tuck the carpet in at the base of the hump on each side as best you can. Where the carpet meets the kick panels, I recommend trying to tuck the carpet under the kick panels if possible. If not, do not trim the carpet just yet! See photo. As the carpet “settles in,” it will tend to pull away from the kick panels and leave an ugly gap. You may have to wait a few months before trimming. If you have to remove the kick panels, be careful! The rear edge of the stainless steel trim panel is razor sharp! Continued next page.

MORE...

Where the front carpet meets the sill plates, it goes UNDER them. The front carpet should be trimmed so that it butts up against the front seat side frame. See photo. The rear of the front carpet is not bound as it is tucked under the front seat where it cannot be seen. Install the dimmer switch cap.

Eighth, install the rear carpet. Be careful to try and “mold” the carpet to the shape of the floor pan and hump. The rear edge of the rear carpet should fit under and meet the carpet piece that is glued to the rear seat frame front-facing surface. The sides should butt up against, or go under, if possible, the rear quarter trim panels (those with the power window switches in them). Be careful when trimming! The rear carpet will also pull away from the rear quarter trim panels in time! The front edge of the rear carpet is not bound as it is hidden under the front seat. On the sides, the carpet should butt up against the seat frame aluminum panel and go under the sill plates. See photos.

Ninth, install the bound carpet piece on the steel power seat motor cover plate with adhesive. This plate should be painted where the carpet does not conceal it.

Tenth, install the side carpet and padding pieces that connect the front and rear carpets between the front seat frame and sill plates. Cut these to fit snugly; use carpet tape to attach to front and rear carpets. Make sure one side butts up against the seat frame, and the other side goes under the sill plate. If you use care, you can have a seamless, “wall-to-wall” look.

