

# Installing new carpet in a '61 Corvette

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From the Corvette Forum (C1-C2) August 15 & 18, 2015

[Link to C1-C2 Corvette Forum thread](#)

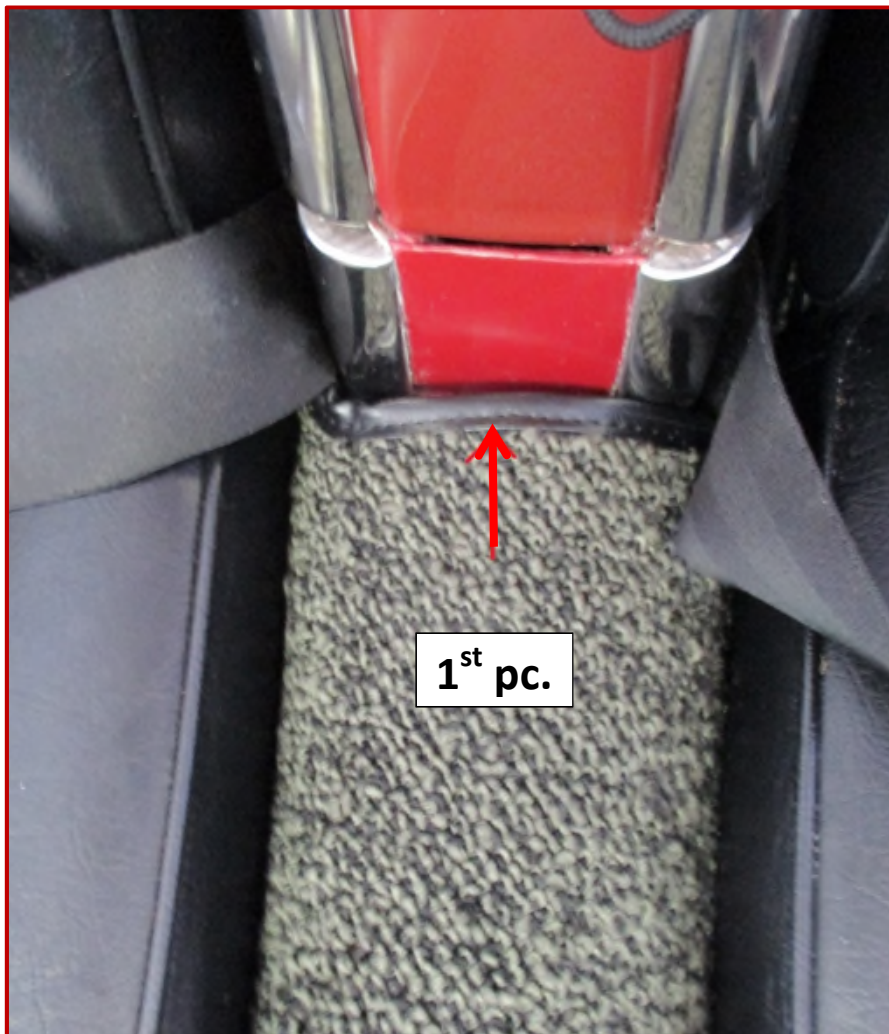
## New '61 carpet

I know, I know....been posted on 1,000 times - thought I'd share some tips that I use to do the install. This is the 3rd set that I've put in the '61 (remember I live in "top down" Florida with killer sun and UV).

**OK: The following steps assume you have already 1) removed the kick panels, 2) sill plates and 3) the horseshoe (lower console molding) trim at the bottom of the dash.**

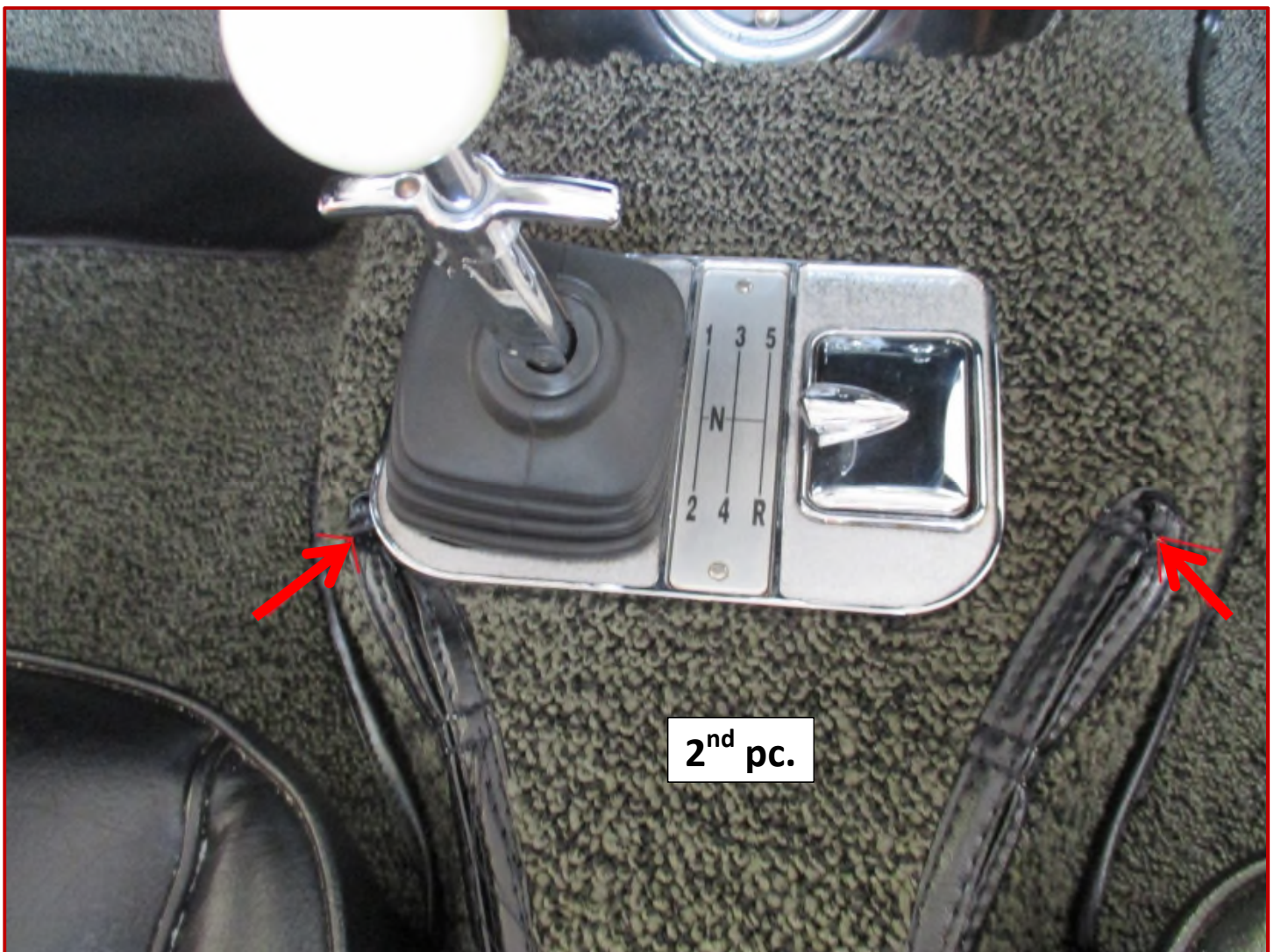
- 1) First off if you buy Al Knoch carpet the fit will be VERY close and require minimal trimming/gluing.
- 2) There is an order as to how 5 pieces should be installed to make life easier as **all the pieces overlap one another in some fashion or other.**
- 3) There are several what I call, "indexes", to lay the carpet precisely. IMO all but one piece has them and you have to sort of 'eyeball' that piece.
- 4) I like to put the piece between the seats in first as its easy and builds confidence right off. The 'index' on this piece is the **bonded seam that should seat dead up against the seat separator** (the part just below the glove box). I slide the rearward 'ears' of this piece in between the seat belt anchor and the seats and that lets it go ALL the way rearward. Don't need to cut ANYthing nor glue ANYthing (**1st pic**)

1



5) Next piece is the console shifter area (**the most critical piece of carpet to install correctly!!!**). The 'indexes' on this piece are **the 'hips' on the shifter hump that should match the bonded corners on the carpet (2nd pic)....EVERYthing** keys off of this!!! Those corners should sit right on the fiberglass console 'hips'. Holding the carpet corners down tight on the 'hips' roll it forward until it hits the shifter shaft. This you will have to cut (shifter knob must be off!). Make a small cut JUST LARGE ENOUGH to slide the carpet over the shaft. Do this now and make sure the 'hips'/corners are aligned. Adjust your cut carefully fore/aft/left/right to ensure this alignment. Roll the carpet over the shifter and wrap the forward "ears" around the center dash piece. CAREFULLY cut out the ashtray/shifter holes and install those pieces COMPLETELY (making sure the rear of the console carpet covers the first piece you laid between the seats. Done with this for now.

THE PIC FOR THIS PART STILL HAS THE SHIFTER PLATE UNMOUNTED SO THAT'S WHY IT LOOKS A LITTLE OFFSET...it was fine once the shifter plate was screwed down.



2

6) Now, lay in the two foot-well pieces. The **index on these pieces is the rear outboard right angle that goes around the door jamb (3rd pic)**. Make sure the pieces fit tight up against the jamb at the rear. Lay these pieces down with the outboard edge curled up at the kick panel and sill areas. **The rear edge of the carpet should go OVER the seat attachment bolts -- NOT under the bolts or the tracks.** These pieces lay ON TOP OF the center console piece with the bonded edge showing. Don't cut out the high beam grommet hole or anything else yet. Confirm the inboard edge of the carpet follows the natural curves of the tranny tunnel and AT THE SAME TIME...the right angle index stays tight against the door jamb. Same technique on both sides BTW. **On the driver's side make sure the studs for the accelerator pedal stay exposed in the slot that is there for this purpose.**

3



7) Finally the center firewall piece. **No good index for this piece unfortunately.** Slide and work the piece behind the dash console with the bonded edge forward. Keep working it until it looks centered. Lay the foot-well pieces and center console piece over top of it and **make sure NO PART OF THE FLOOR IS EXPOSED.** Work and center it until you are satisfied. (4th pic)

8) You now have all the pieces in, in the proper order and all that remains is final trim and fit. (5th picture)

4



5



**NOTE:** To this point the only cut that has been made is for the shifter/ashtray area and **NO GLUE** has been used.

I like to let the carpet 'rest' overnight and sort of settle into its new environment and I can make any final adjustments with a fresh set of eyeballs before making the final cuts as follow:

- a) Cut the hole for the headlight grommet -- start small and work your way up.
- b) Make the cuts at the kick panel brackets (carefully)
- c) Make the cuts at the sill plates
- d) Last cut to make after EVERYthing else is done (kick panels/sill plates installed, etc.) is to cut around center dash console (very critical) a mistake here will possibly show below the chrome 'horseshoe'.
- e)

Final note (everybody has their own technique for this): whereEVER screws have to go through the carpet you can:

- a) cut a square hole in the carpet around the screw hole if it won't show.
- b) use a hot soldering iron to fuse a hole through the carpet
- c) apply liberal amounts of WD-40 to the screw before installing

**Do NOT just screw the screw in or you'll pull a thread across the entire carpet!!**

If you follow my technique the only screw holes involved are the shifter console mounting screws and possibly one or more sill plate screws and a screw or two around the dash center console horseshoe trim area.

You're done! Time invested so far (in my case) 45 minutes!

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*Last edited by Frankie the Fink; Today at 10:05 AM.*

**Return to thread (8-18-15):**

Got distracted for two days helping a relative with her car problems.

Turned out I didn't trim a single piece of the driver's side foot-well piece -- kick panels and sill plate screwed on over the carpet as it lay. On the passenger side I trimmed maybe 1/4" in a couple places for the kick panel and sill plate. Al Knoch got the fit VERY close IMO.

When you get the foot-well pieces positioned where you want them **before doing any cutting it pays to weigh them down so they don't move as you are cutting.** That's no fun at all.

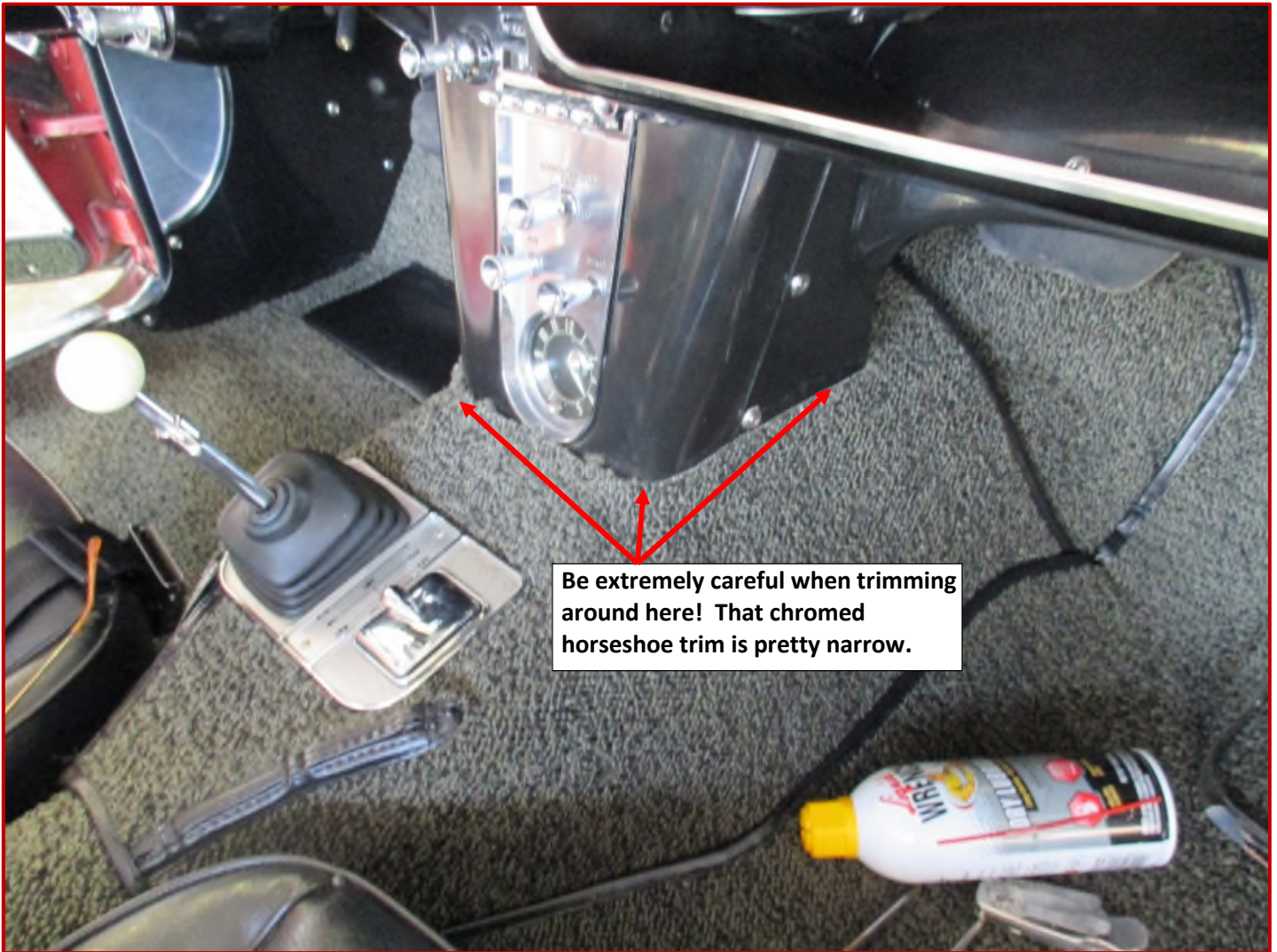
I used some ceramic tiles I had laying around the garage (**6th pic**) for the weighing down part...



6

In the 7<sup>th</sup> pic you can see the white spray can of 'dry lube' I used to spray the screws before running them in -- didn't pull any threads with this method!

This 7<sup>th</sup> pic shows everything installed **before the critical console trim "horseshoe cut"**. I change razor blades after cutting about 4" on a piece of carpet...**a dull blade is a sure way to screw up....**



7

Next pics (8 and 9) after the installation is all done; the “finished product”!!

After some time in the heat and foot traffic the carpet will lay even flatter and more even and look perfect. I figure about 3 hours for the whole install including kick panels/sill plates/trim.

8



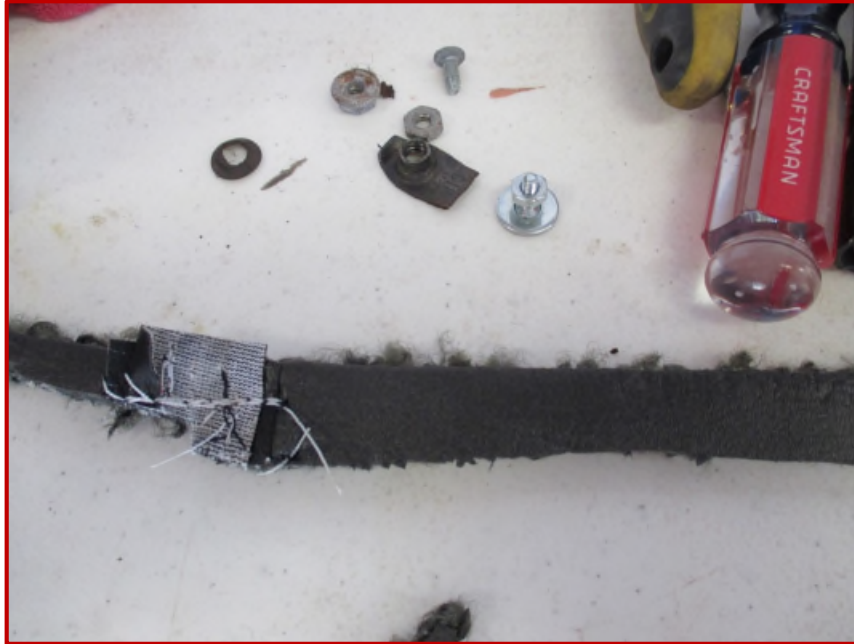
9





A final suggestion (**pic 10**): save those trimmed off pieces; especially the ones with the backing on them....if you ever pull a thread or get a cigarette burn, a little contact cement on the backing and pressing a well-trimmed piece into place makes for an invisible repair !!

10



*Last edited by Frankie the Fink; Today at 01:43 PM.*

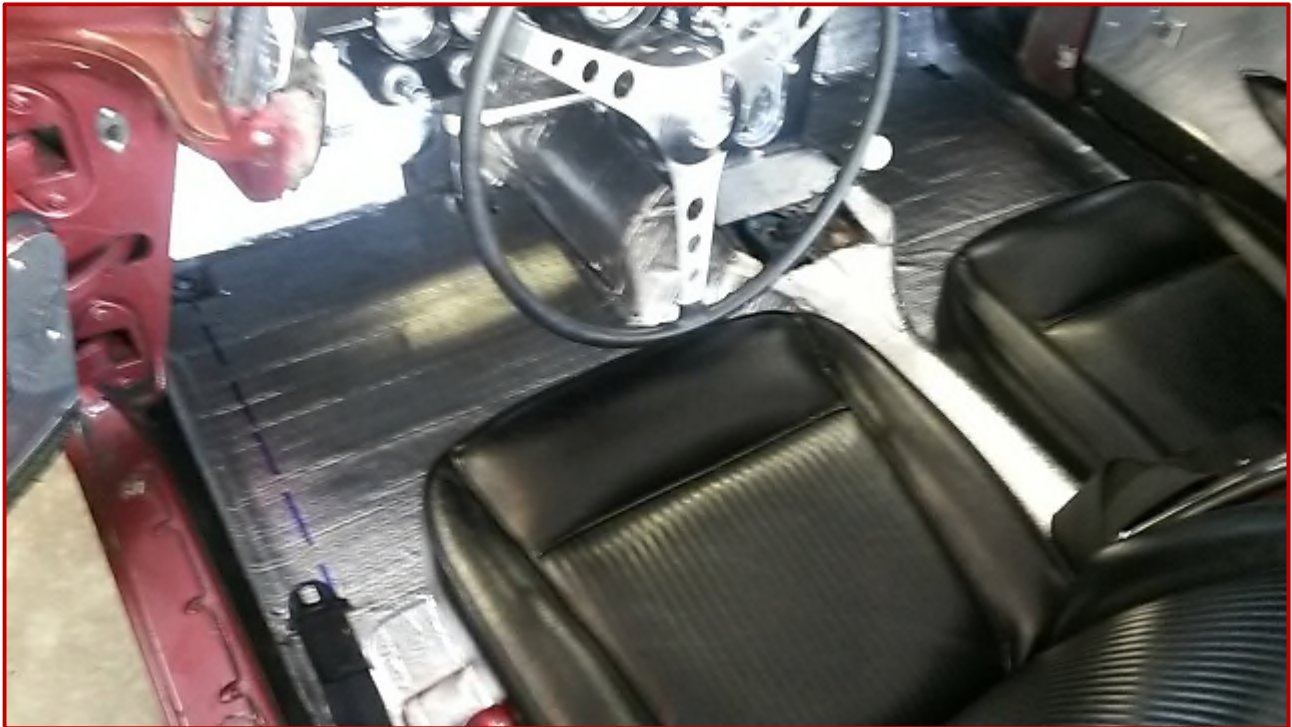
**Last post:**

BTW - This is what I started with!

Hushmat? Dynamat? Fatmat?

No. Its "Peel and Stick" from any roofing supplier - you can buy enough to do 10 cars for \$100....

Used on mobile homes extensively.



*Last edited by Frankie the Fink; Today (8-18-15) at 05:00 PM.*