

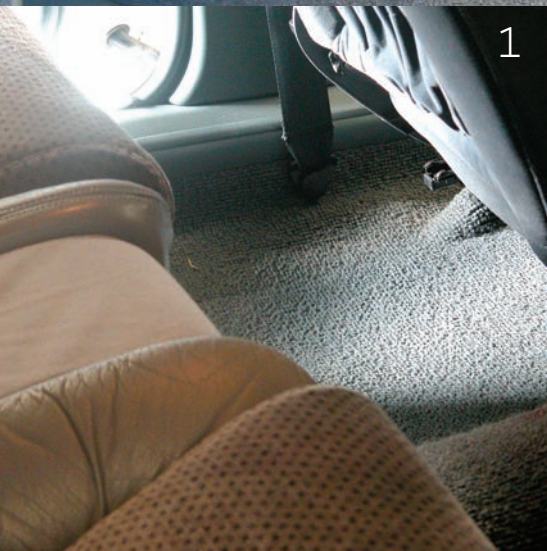
# TOTALLY FLOORED

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This issue we lay some fresh carpet into Project XXX and show you how it's done

**A**fter 13 years of faithful service, the old VP was in need of a little freshen-up underfoot. The original carpet had been in place since it rolled off the Elizabeth assembly plant in 1992 and was suffering the effects of old age: wear marks, some grubby areas and enough sand and grit in the pile to start your own private beach.

So, we made a few phone calls to organise fresh floor coverings for XXX, making sure to pick the right colour and to obtain some decent soundproofing. This way we can deafen ourselves with the stereo and not exterior road noise. Read on as we show you exactly what's involved with swapping your carpets. **SC**



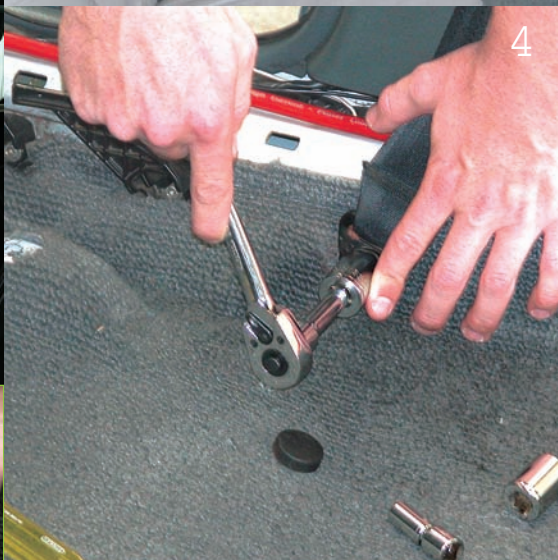
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## STEP 1

Here's the original loop-pile carpet. It was in generally good condition, but being the perfectionist I am, I felt a new rug would further improve the already-clean trim. Embedded deep in the pile was a decent amount of sand that no amount of vacuuming could dislodge. Thanks to the original owners for that.

## STEP 2

Firstly, get your back seat out. Replacing carpet will involve removing all your seats, as well as the sill covers, kick panels and centre console. It's a similar procedure for all Commodore models.

## STEP 3

Next, remove your front seats. There's four allen deadbolts holding them in place that will be a right pain to get out for the first time due to the Loctite-style substance used from the factory.

## STEP 4

Next up you'll have to remove the seatbelt bolts from both the outside anchor points and the inside latches. While you're at it, unbolt your footrest. Next up is the centre console.

## STEP 5

Taking out your centre console is easy. Start by lifting the shifter surround up and away, then unscrew the three screws across the bottom of the stereo surround. Then unscrew the two large screws facing downward that prop up the console and finally the two that hold the rear of the console in place. Then unscrew the shifter assembly to remove the white plastic bracing and indicators. Then just lift the assembly out.



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## STEP 6

Here's the floor free of the old carpet. It was much cleaner than expected, with no water damage or rust (thankfully!). A surprise was to find that it came with decent sound protection in the front footwell from the factory. We left that in place.

## STEP 7

Here we are laying down the new felt underlay. The stuff we used contains a thin bitumen layer sandwiched between for greater sound-proofing. You can see here we've cut sections of it away for bolt holes. Be sure to cut them all out now, because it will be a pain to do later once the carpet has been laid over the top.



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## STEP 8

You can see by these images the amount of trimming required to get the correct fitment. Typically, replacement carpets don't come with holes cut and have a fair amount of overhang along the sides that all require trimming. Even we were surprised at the amount of trimming required.

## STEP 9

Here we're trimming the front section for correct fitment as you can see around the shifter mechanism and handbrake. We ended up splitting the front section down the middle but only cutting enough away to get around the shifter itself. Trim too much and you'll end up with holes showing under the console.



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## STEP 10

Things are finally starting to look good again once you clip the sill covers and kick panels back in. Not a speck of mud or Coke stain to be found!

## STEP 11

The back seats are back in now and it's getting a little more exciting. With every piece of trim replaced, the carpet sits a little flatter and with less lumps and bumps. It's also a good time to bolt the seatbelts back in place.



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## STEP 12

The centre console goes back in followed by the two front seats and the footrest. This should signal the end of the project. The inset pic shows just how much trimming was required to fit the carpet properly.

## CONCLUSION

While we thought it would be a matter of ripping the old one out and tossing the new one in, we soon realised that a lot more work would be involved in getting the moulded carpet to fit.

After two afternoons of work, the job was done with decent results, but just remember that unless you do a hell of a lot of work and include a few dabs of adhesive, any new carpet won't sit as flat and perfectly as the factory carpet did.

Having said that, we're not by any means unhappy with the look, feel or finish of the carpet we fit, and it has brightened up the cabin to a great extent.