



The truck currently has carpeting, but no insulation to speak of. Since the exhaust is noisy, some sound deadening material, as well as thermal insulation will be installed.

TECH

INSULATION INSTALLATION

Keeping the Cool In and Heat Out

BY DENNIS W. PARKS

They (whoever “they” may be) say that if the music is too loud, you are too old. I choose not to debate that long-standing issue, but will say that if the truck is too loud to hear the music, the truck is too loud. My recently acquired '68 Chevy C10 (“Buying a Project Truck,” Feb. '10) is fun to drive, but the cab acoustics are less than ideal. With a small-block Bow Tie that cranks out an estimated 400 horsepower, it does have a distinct rumble. However, if you cannot enjoy the stereo or carry on a conversation with anyone else that may be in the truck with you, some sound abatement is in order. Another byproduct of the abundant horsepower is that it generates a fair amount of heat. Future plans to install a better exhaust system that is routed toward the rear of the truck (rather than exiting just in front of the rear tires) will help to remove some noise and heat. But, for now,

some Dynamat sound deadening material and foil-faced thermal insulation will provide some immediate improvement to occupant comfort.

Dynamat Xtreme is designed to reduce noise, while Dynaliner is designed to both absorb unwanted noise and provide thermal insulation. An important disclaimer is that Dynamat Xtreme and Dynaliner are current Dynamat products. For use in my C10, I am using some earlier generation Dynamat products that are left over from a previous project. The newer products are used and installed the same way as what I am using. However, to get the absolutely latest info, contact QuietRide Solutions directly. QuietRide Solutions makes pre-cut, ready-to-install kits for every Ford, Chevrolet, and Dodge trucks manufacture 1928 to present-day models. Beyond making your truck’s sound system sound better, Dynamat products will also make your air conditioning/heater system work more effectively.

The first step is to remove the existing seat, by removing the four bolts that secure the stock bench seat to the floor. Your truck may be different, depending on your seats. While you can usually remove a bench seat by yourself, do yourself a favor and round up someone to help you lift it out of the truck. This will save your back and also minimize possible damage to the seat upholstery. With the seat out of the way, you should be able to remove the carpet and any existing padding fairly easily. Depending on your particular truck, you may need to remove door sill plates, floor shift escutcheons, or floor consoles. Use some precaution to verify that you do not inadvertently abrade or pull any wires loose.

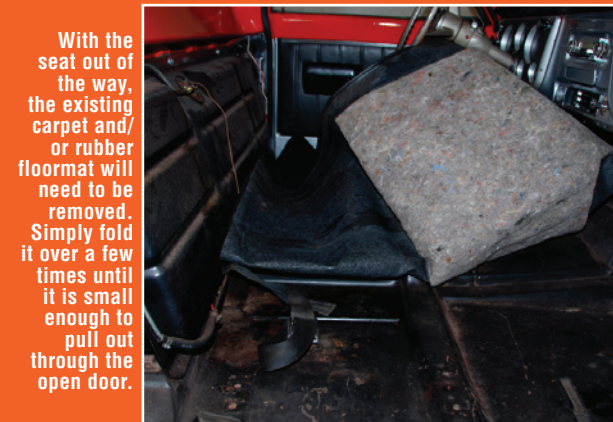
Now that you have considerably more room in the cab, the bare floor should be visible. Now is a good time to check for rust or other damage to the floorboard or door sill areas. Any damage should be *continued on page 38* ▶



Begin by locating the seat mounting bolts and remove them. Most seats will have four mounting bolts, whether it is a bucket seat or a bench. Bolt sizes may vary from make and model, but for my C10, a 1/2-inch wrench was required.



After removing the bolts, the seat can be removed. Don't forget to push the seatbelts through the seat-back if you are dealing with a bench seat.



With the seat out of the way, the existing carpet and/or rubber floormat will need to be removed. Simply fold it over a few times until it is small enough to pull out through the open door.



What lies beneath the carpet is anyone's guess, especially if the truck is new to you. In this truck, there was a quarter, a penny, and some dust and dirt. Surprisingly, the floorpan is in good condition. If there is any rust, now is the time to treat it.



After using a broom to loosen any caked on dirt, use a vacuum cleaner to remove as much dirt and debris as possible. Anything that will collect moisture will eventually cause rust to develop and anything that is of any size (such as gravel or broken glass) will eventually telegraph its way through the insulation and carpet.



Dynamat doesn't have to cover the entire area to work, so I cut the material into approximately equal width strips. A utility knife and a metal straightedge work great for these types of cuts, but my scissors were well within reach. The masking tape (also handy) seemed easier than finding something that would actually mark on the rubber-like material, in addition to making it easier to see in the photos.



A pair of sharp scissors cut the material quite readily.

◀ Insulation Installation ▶



Dynamat is self adhesive, but it is necessary to make sure that the area is clean for it to stick properly. Pour some wax and grease remover on a paper towel to wipe the area clean, and then use a clean paper towel to wipe it dry.



Use scissors or a utility knife to cut around seatbelt mounts, fuel line, wiring, or anything else that may need to be removed.



Peel the backing paper off of the Dynamat sound deadener, and then set it in place. With the amount of sound deadening material I had to work with, I placed strips across the left and right floorboard, each toe board, under each side of the seat, and over the transmission hump.



Aluminum faced tape included with the Dynamat insulation can be used to cover any seams in the insulation. If you were finishing a completed truck, I would suggest gluing the insulation in place with spray adhesive. However, since I am at the beginning of the rebuilding stage of this truck, I will let the seat mounts hold the insulation in place. This will make it easier to remove the insulation if necessary for whatever reason may lie ahead.



The foil-faced insulation can now be installed. Multiple pieces were used to span the width of the cab. Slits will need to be cut in the material to allow for the contours of the floor. Aluminum tape can be used to tape the pieces together so that it becomes one piece again when you are finished. This will prevent the insulation from moving around under the carpet as drivers and passengers enter and exit the vehicle.



To verify that the carpet was installed in the correct location, I used small screwdrivers to first locate the holes for the seat mounting bolts in the carpet, and then inserted the screwdrivers into the boltholes in the floorboard.

◀ Insulation Installation ▶



If at all possible, get someone to help you lift the seat back into the cab and move it into position. The seat is easy enough to lift, but pushing it in through one door while holding it above the carpet is difficult. If you try doing it yourself, you run the risk of damaging the carpet and the seat, as well as making it more difficult to properly locate.

■ *continued from page 34*

addressed now, as it is not going to cure itself. If the floor is in satisfactory condition, continue by using a vacuum cleaner to remove any dust, dirt, or other unwanted accumulations that have settled to the bottom of the truck's cab.

The fun can now begin. Dynamat sound deadening material is not required to cover the entire area, so don't feel the need to completely blanket the entire area. Merely covering a third to a half of the floor will typically be sufficient. Simply use a sharp utility knife or scissors (use your shop scissors, not your wife's sewing scissors) to cut the sound deadening material to size and shape that will easily fit in the flat portions of the floorpan. Make sure that the sheetmetal is clean where you intend to place the self-stick Dynamat. If you feel that cleaning is necessary, use some wax and grease remover to wipe the area clean. Remove the backing film and then set the sound deadening material in place. If necessary, use a small roller to roll out any air bubbles.

Thermal insulation can now be installed, which means that we are heading down the backstretch. The insulation most likely will not be big enough to cover the entire floor with one piece, so you can put the main piece in the middle and add to both sides, or start on one side and add to the other as necessary. It doesn't really matter, as it won't be seen



While I don't know if this truck was equipped with sill plates from the factory, I know that it did not have any when I took possession of it. As you can see, without them, it is much like me ... a little rough around the edges.



Insert the screws, making sure that they thread into the steel floorboard and you are done. Now doesn't that look a lot better?

anyway. For my truck, I started on the driver side and then added on to the passenger side. However you do it, press the insulation out as flat as you can. In all but the flattest of truck floors, you will need to cut some slits in the insulation to prevent it from puffing up. The transmission hump will most likely be the toughest area. Start by cutting a slit along the edge of the base of the hump. This will allow the flat part to stay flat and will allow the material to lay flat against the transmission hump. Also cut around any bolts (such as those for the in-cab gas tank), the seatbelts, and the seat mounting boltholes. When the insulation is installed and laying flat, cover all of the seams with the aluminum tape that is included with the Dynamat. If you are going to be installing sill plates, you may need to trim the insulation back from the edge an inch or two so that the screws for the sill plates will be long enough to reach through to the floorboard.

The next step is to reinstall the carpeting and the seat. Once the carpet is in the approximate location,



Anything worth doing is worth doing right, so I ordered a pair of stainless steel door sill plates from LMC Truck to finish off the insulation and carpet installation. Set the sill plates in place and drill the appropriate size holes for the screws provided, while using the sill plates at a pattern.

push a small screwdriver or similar alignment pin through each of the holes from the seat mounting bolts in the carpet and into the boltholes in the floor. This will help you to get the carpet in the correct location. Now remove the alignment pins and have someone help you lift the seat(s) back into the cab and into position. It may be helpful to use the temporary alignment pins again to get the holes in the seat mount, the carpet, and the floor of the truck all aligned. Install each of the seat mounting bolts finger tight until all mounting bolts are started, and then tighten each bolt completely. A good way to finish this installation (especially if your truck doesn't already have them) is to install new sill plates (or thoroughly clean the ones you have). **CCT**

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QUIETRIDE SOLUTIONS

(209) 942-4777

www.quietride.com

LMC TRUCK

(800) 562-8782

www.lmctruck.com