

Applied Business Concepts

RS Carpet Installation Guide

for 911 Carrera RS style replica carpet sets



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Introduction...

This guidebook illustrates the basic layout and fitting techniques for do-it-yourself installation of multi-piece, RS style carpet in a 1971 911. Automotive carpet installation is actually a job that should be professionally done, but if you are a brave soul and pretty handy this guide should help you get the desired results. Most of the instructions apply to all models from 1965 through 1994. However, there are some differences over the years, so always use common sense when pre-fitting the carpet pieces. If you have any questions, call your vendor for additional help.

Preliminaries: Before you can install a carpet, you must first remove the existing carpet. If your carpet is original, it is probably glued down with an organic “horse” glue. Scrape away any dried clumps of glue that might interfere with the new adhesive, but there’s no need to make the surface perfect. If your carpet was replaced, it is likely attached with a modern, solvent-based glue. Any excess can be removed with a good adhesive remover, like 3M’s product.

After removing the old carpet, take a few minutes and check for rust. This is especially important on pre-1976 911s. You may also want to remove the rear seat sound deadening/padding. Often, rust will be hidden by this padding and form on the rear deck or in the low points of the rear seats.

Recommended Tools: You need a good carpet adhesive, such as 3M’s general-purpose interior adhesive. It has a variable nozzle that allows a precise spray pattern. Adhesive remover will clean up overspray. You can use latex gloves and change them if adhesive gets on them. White chalk is useful for marking. You’ll also need good scissors and a razor knife. A foam pad or folded blanket will save your knees.

About Carpet: RS replica carpets are made from either Perlon or Needle-punch. Both stretch easily (but permanently) and can be formed to fit all sorts of curves. When you think you need to cut a slit or dart, try gently stretching it into place instead. The carpet is fairly thin, and will follow every ripple and bump in the sheet metal. If you’re not using sound deadening pads, you might want to lay down a layer of thin synthetic carpet pad. It won’t weigh much and will greatly improve the final result.

Patience: Installing carpet can be awkward work. You’ll end up crouching or kneeling on hard metal in a cramped space breathing carpet adhesive for several hours. Take frequent breaks and monitor your fatigue level. Take your time, test fit every piece and don’t cut or apply adhesive until you’re sure you’ve got it just right. If carpet glue gets on the front of the carpet, it can be impossible to completely remove.

The whole job took one person with an occasional helper (and photographer) about six hours, working carefully and methodically. It looks fantastic and is a very worthwhile addition to a “sport” oriented customized 911.

The following steps are arranged in the order we recommend installing the pieces.

Step 1: Rear Seat Hump

This one's easy. Position this panel right at the rear seat back hinge, in case you ever decide to re-install the seats. Test fit with pieces 6 and 7 (see below) to make sure coverage is good.

Note that this and many following pictures show the aftermarket sound deadening used in our example car.



Step 2: Tunnel Rear

You will want to trace the shift coupler grill outline with chalk and cut it out before installation. The little hole is for an aftermarket seatbelt receiver. Don't cut it if you have another arrangement.



Step 3: Side Sills

The side sill pieces run all the way up the sides of the rear seats. Don't glue the fronts all the way down, since the front kick panel pieces fit underneath. You'll have to slit the carpet at the back of the door opening, and do a bit of mas-saging to get it to follow the rear con-tours.



Step 4: Tunnel Front

In the first picture, we have already cut an "X" hole for the shifter and stretched the felt to fit. The rubber shift boot covers it nicely. If you have the larger 915 shifter, you'll need a larger hole. Use a minimal amount of glue here, since you'll have to remove the whole piece to service the clutch and throttle cables, shifter and E-brake assembly. Some woodworking clamps are useful in helping to form it to the tunnel while the glue dries.



Step 5: Rear Sides

The hardest one so far, these pieces require lots of tugging and stretching. You also will need to cut a hole for the seat belt, tuck the front edge into the trim, and cut away any excess on the top. Test fit the Hump Yoke (next piece) to make sure there's full coverage on the sides. Do not apply glue until you get it just right.



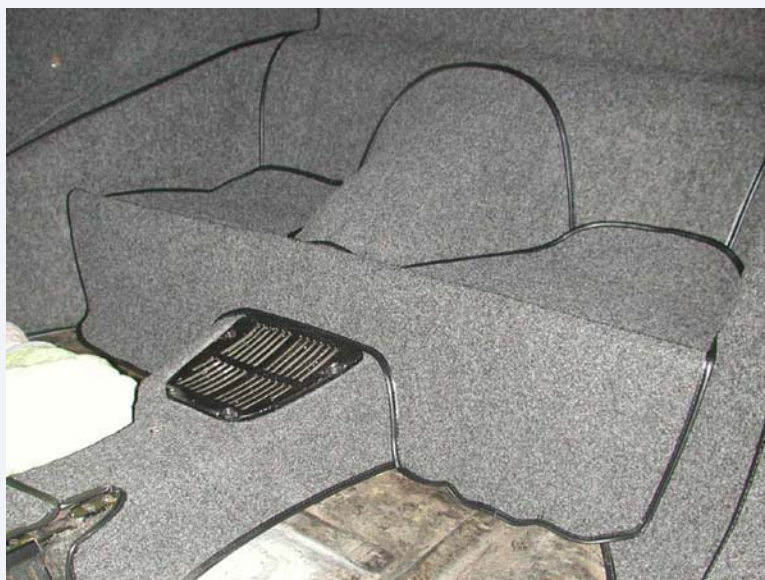
Step 6: Hump Yoke

As this piece covers the edges of five other pieces, be careful fitting this to be sure there's no gap on the sides.



Step 7: Hon-duh

Position this piece just above the shift coupler grill and everything will fall into place. On later cars without the grill, the edge of the rear seat should fall about $\frac{1}{3}$ the distance from the top of the crossbar.



Step 8: Rear Deck

Looks easy, but it's a real pain to apply the adhesive and get the piece all the way back under the window without sticking. Consider using a sacrificial pair of latex gloves, and hold the glue covered underside until it is all the way under the rear window molding.



Step 9: Kick Panels

The most difficult part of the whole job. The vinyl strip sewn on one side has to be wrapped around the door trim. Then cut the strip in just the right place, do a lot of stretching and make sure you have coverage, and glue it all in to place. Make sure the Side Sill piece covers where you cut the vinyl here—it is very close. Also, test fit the driver and passenger side front floor mats to make sure they will cover any darts or cuts you make.

With this piece more than most of the others, please take as much time as you need to stretch and dart the carpet inch by inch. Patience and care will be rewarded with a much better end result.



Step 10: Rear Floor Mats

Should overlap all the other pieces here. There's a convenient clip on the floor to hold the rear mats tight.

Whether or not to use glue on the floor mats is a matter of opinion. We prefer to use a light coat of glue on the mats and press them in while the glue is still wet. This will give a decent grip, without making a permanent bond. Using this method, the mats can be removed easily for cleaning.



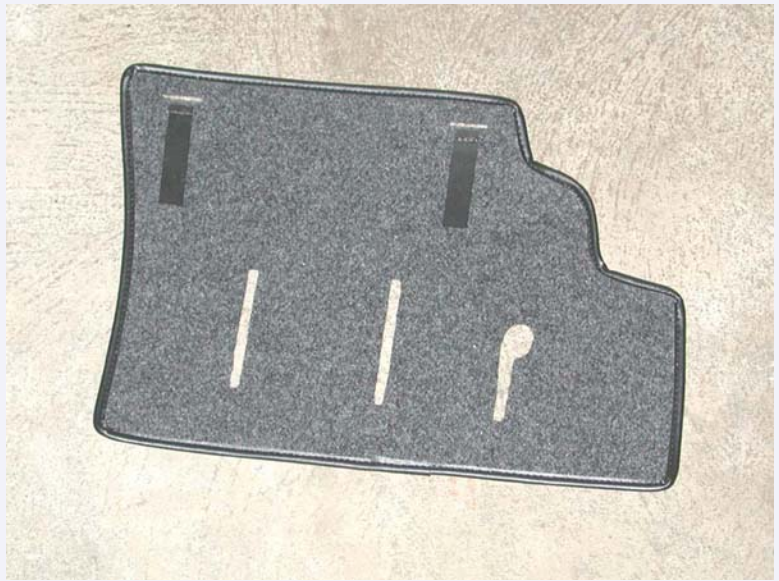
Step 11: Passenger Floor Mat

Sits on top of the passenger footboard and lays over the passenger side kick panel piece. The end wraps nicely around the floorboard for a finished appearance.



Step 12: Pedal Board

Use only a small amount (or none if you prefer) of adhesive here, since removing the pedal board is awkward with this piece installed. The straps at the top thread through the upper pedal board mounting brackets and prevent it from sliding down.



Step 13: Driver Floor Mat

The slot in the rubber heel pad slides over the base of the gas pedal. This mat should cover any crude trimming you did on the kick panel piece. Again, glue this piece lightly if at all so it can be easily removed for cleaning.



Final Notes

Touch up: About a week after you install the carpet, check all the corners for lifting and re-apply adhesive where required.

Cleaning: Vacuum your carpet often, but be gentle. The felt fibers lay flat, which means that pine needles and other debris can get lodged in the material. DO NOT “scrub” the carpet with a vacuum brush, or the fibers may lift and give a fuzzy appearance. If the floor mats get wet, remove them immediately and allow to air dry. Moisture trapped under the carpet is a leading cause of rusted floorpans in old Porsches.

Good luck, and enjoy your *RS* carpet!