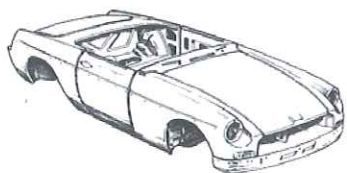
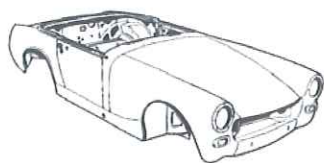




Bodyshell Fitting Notes



1. Introduction

Over the years, we've issued a number of guidelines concerning different aspects of getting the best from your new Heritage bodyshell. This publication brings these hints and tips together into one place. If, after reading these notes, you are still worried about any aspect of your restoration using a new bodyshell, please contact our sales department who will endeavour to find you an answer.

If you require a Heritage Factory production certificate for your bodyshell, this can be issued free of charge by contacting our sales department. (Please note that this is not the same as a certificate for the vehicle issued by the Heritage Motor Centre at Gaydon).

We wish you every success with, and enjoyment from, your restoration project.

2. Transport and storage

Your new bodyshell should be stored in a clean and dry environment. Primer coatings are not waterproof therefore, if a bodyshell is kept in damp or wet conditions, corrosion will start to take place. Primer will absorb water which can result in microblistering of the final paint finish.

We recommend that your shell is not stored for a long period of time before final paint finishing.

Approximate weights and dimensions:

	Length	Width	Height	Weight
	cms	cms	cms	kilos
MGB Roadster	400	145	70	225
MGB GT	400	145	110	250
MG Midget	330	132	65	180
Mini	310	130	115	150

3. Pre-work

Please carefully examine your bodyshell upon receipt to ensure that it is to the correct specification for your rebuild. Compare it to the old bodyshell to see if all the mounting points for major components are the same.

If you wish to build your car for entry into concours d'elegance or similar competitions, a lot of additional preparation will be required prior to painting because the standards required for such events are far higher than the original showroom presentations.

All threaded inserts will need the paint clearing out with the correct tap prior to build.

Extra holes required for your accessories or minor body variations should be drilled prior to painting. Always remember to finish round any hole that has been drilled after painting with touch-up paint.

4. Trial fitting of major components

Heritage bodyshells are manufactured using mainly the original press dies and assembly jigs. They are built with modern automotive steels which are an equivalent, and in some cases a better quality, to that used for the original production.

During the original production span of any one particular bodyshell part number, minor changes were often made which could have resulted in additional or moved holes, weldnuts etc. We have tried to cater for all these variations, so you must be prepared to blank off the occasional unused hole or even drill new holes to suit your build specification.

When your classic was first manufactured, production tolerances were far greater than we would expect to see in one of today's mass-produced motor cars. Small variations were absorbed in the build process which was substantially a manual operation by an experienced and skilled workforce. Added to this, some aftermarket items such as radiator grilles and trim may not be produced to the exact dimensions as those of the original components. And, even refurbished MGB windscreens can vary when assembled by highly reputable but different companies.

These problems should not deter anyone from embarking upon a re-shell. However, they do illustrate the vital need to trial fit all the major body components before offering it for painting.

The major components should include the following:

- Windscreen (MGB and MG Midget)
- Quarter lights (MGB and MG Midget)
- Door lock and window mechanisms
- Radiator
- Radiator grille
- Suspension

If the project car varies from standard specification then there may be other items that will need to be considered.

5. Seam sealing

In response to customer feedback, Heritage bodyshells no longer have seam sealer applied, allowing owners the choice when preparing their cars for concours d'elegance or competition use. The following information has been produced as a guide for those owners who wish to seam seal their bodyshell to the original factory specification prior to applying coats of primer.

It is recommended that the sealer is applied to the bodyshell using a caulking gun and then worked into the seam with a short bristled brush.

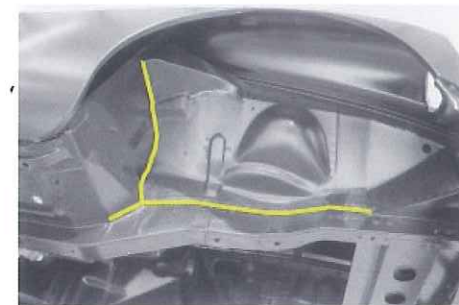
Suitable products include any air drying sealant for home application or, if the work is carried out by a professional painting company, a product suitable for the company's paint spray oven and curing temperature is required.

5.1 MGB Roadster and GT



Rear wheel arches

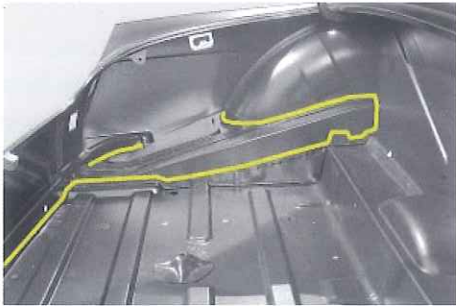
The left hand wheel arch is shown. Repeat application to the right hand side.



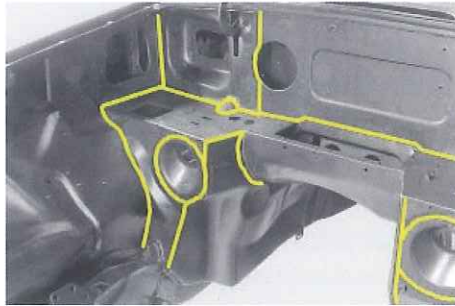
Front wheel arches

The right hand wheel arch is shown. Repeat application to the left hand side.

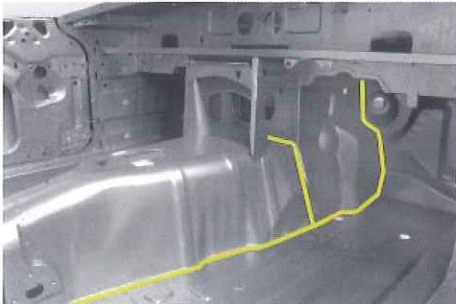
MGB Roadster and GT (continued)



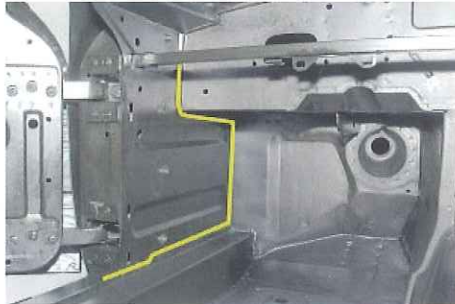
Inside the boot
Apply to both sides as shown.



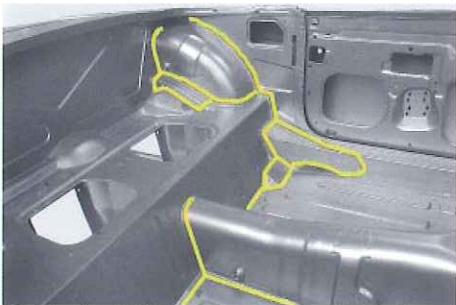
Engine bay
Apply to both sides as shown.



Transmission tunnel
Apply to both sides of the tunnel,
down into the footwell (right hand
side illustrated).

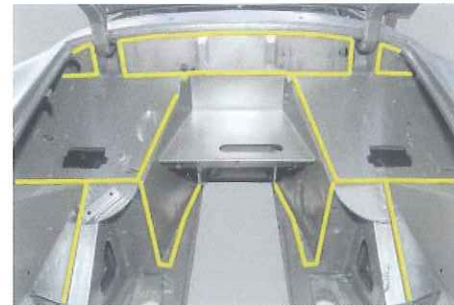


Dash side
Apply to each dash side (left hand
side shown).

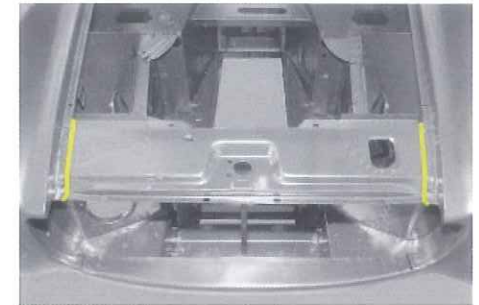


Rear interior
Apply to both sides as shown(left hand
side illustrated).

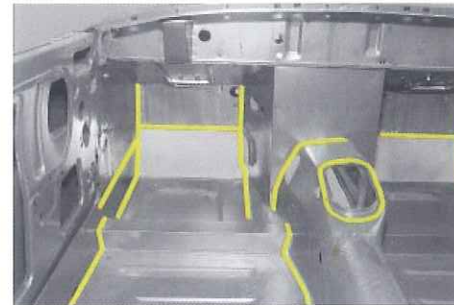
5.2 MG Midget



Engine bay
Apply as shown.



Bonnet slam panel
Apply as shown.



Footwells
Apply to both sides as shown.



Tunnel and rear body
Apply to both sides of the tunnel,
down into the footwell, rear floor and
rear inner wheel arches.



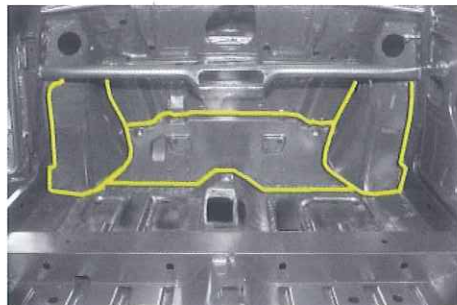
Rear wheel arches
Apply to both sides as shown(left hand
side illustrated).

5.3 Mini



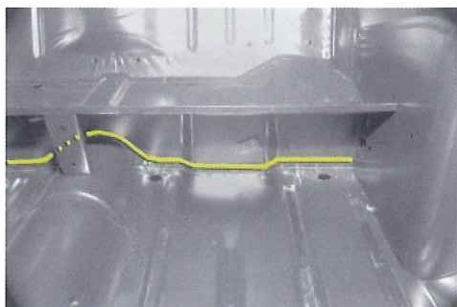
Engine bay

Apply as shown (areas hidden from view are shown with dotted lines).



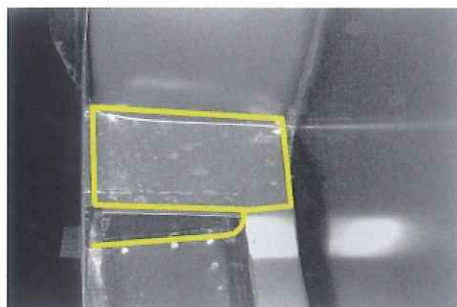
Footwells

Apply as shown.



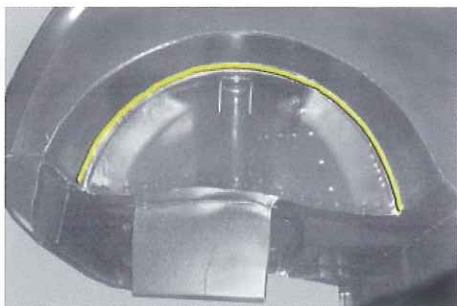
Rear floor section

Apply to both sides as shown.



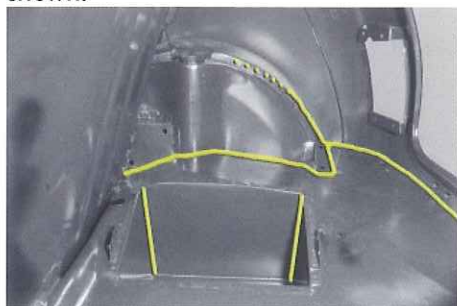
Rear pockets

Apply to raised square section at rear of pocket and down the seam as shown.



Rear wheel arch

Apply to both wheel arches as shown.



Inside boot

Apply around wheel arches, round the back of the floor and down all four corners of the battery box.



Boot lid

Apply all round the clinched edge of the boot lid.



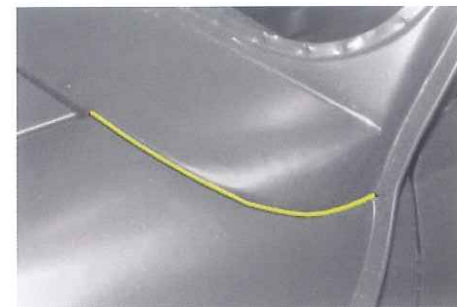
Doors

Apply all round the clinched edge of each door.



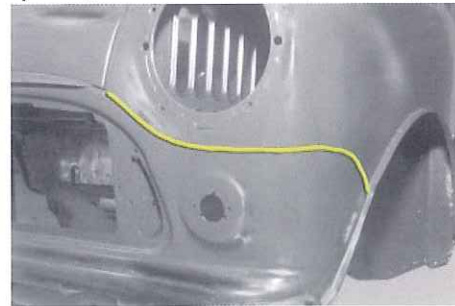
Roof corners

Apply between top of the vertical moulding and the gutter allowing space for water to drain from roof.



Front wing – top

Sealer should be pressed into seam and smoothed off to take paint.



Front wing – lower (std Mini)

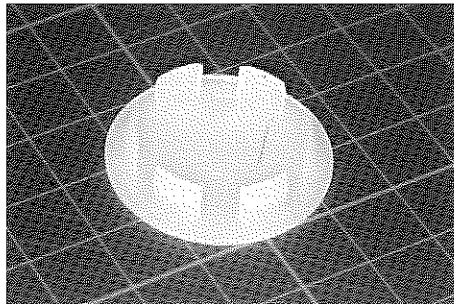
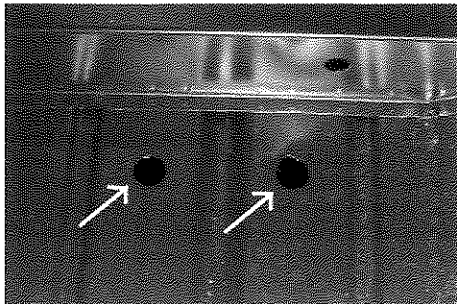
Sealer should be pressed into seam and smoothed off to take paint.



Front wing – lower (Clubman)

Sealer should be pressed into seam and smoothed off to take paint.

Mini (continued)



Floor plugs

There are thirteen holes in the interior floor like those illustrated above. Each should be filled with one of the plugs that are supplied with your bodyshell, using seam sealer to secure them in place.

6. Paint and finishing

Heritage bodyshells leave the factory after the following coats of paint have been applied:

Bolt-on panels are 'E' coated (doors, bonnet etc.)

Areas masked by bolt-ons are sprayed with etch-primer before fitting

The complete shell then receives -

- 1 coat Wash Etch Primer

- 1 coat 2-Pack High Build Primer - light covering

- 1 coat 2-Pack High Build Primer - heavy covering

It is advisable to coat any areas that are vulnerable to road damage with a light stone guard before applying the final colour coat (wheel arches, lower front and rear panels).

The surface of the new bodyshell should be lightly rubbed down and degreased before applying further primer coat(s) followed by the finishing process of your choice.

7. Final treatment recommendations

We recommend that you:

Treat all interior cavities (doors, heater, B posts etc.) with a liberal coating of aerosol cavity wax.

Sills and chassis sections should be internally sprayed with Clear Waxoyl.

Spray the complete under-body with Black Waxoyl.