



MG Carpet Fitting

The following are instructions relating specifically to MGB roadsters. However, the principles, sequence of work and most components are also relevant to other MGs such as MGB GTs and Midgets.

Preparation

It is important to read the fitting instructions before you proceed to install your new carpet set as there is quite a lot of preparation to do. You will also require the following tools:

Spanner 7/16" socket or ring, Phillips screwdriver, flat ended screwdriver, scissors, masking tape, chalk, contact adhesive, sharp knife, marker pen.

Firstly remove the complete hood frame assembly (if applicable) from the car by unscrewing the six large Phillips retaining screws and lifting clear. Remove the front seats which are bolted to the floor pan with four bolts. Slide the seat backwards to reveal the two front bolts and push forward to reveal the two rear bolts. Lift the seats out of the car. Some later models are fitted with seat belt warning devices in the seat base and the wires need to be disconnected.

The seat belts also need to be completely removed and it is wise to label the various mounting brackets and fixings so that they may be returned to their original position when refitting.

Remove the radio console and tunnel console (if applicable) fitted over the tunnel carpet and held in place by Phillips screws. Unscrew the gear lever knob and release the four Phillips screws holding the gaiter finisher. Release the screws holding the console and carefully move the unit backwards to reveal the electrical wires behind. Mark each wire as you disconnect it using the tape and marker pen. Now remove the door draft excluders, sill kick plates and front scuttle lining panels, rear quarter panels and rear cockpit panel. These are held in place by a mixture of screws and cup washers, rivets and clips, depending on model.

Now remove the old carpets, the front footwell and battery cover carpets are only clipped into place. The underseat pieces were held in place by the seat runners, and the transmission tunnel carpet only lays over the tunnel. The sill, rear lower bulkhead and rear wheel arch pieces are glued down. The front toe boards are held in place by small Phillips screws. Note how the sill carpets butt up against the lower bulkhead carpet as this will be useful when refitting. Now is a good time to check that all the floor pan area is free of corrosion and that there is no evidence of water being able to seep in. Any signs

of corrosion can now be treated and painted. Any newly painted areas must of course be allowed to dry prior to gluing or laying new carpet into place.

Fitting New Sill Carpets

These need to be glued directly onto the metal sills. Firstly test the fit by placing them in position without glue. Start on the passengers' side first, making sure the front of the carpet fits up to the front bulkhead. Apply adhesive to both the underside of the carpet and to the metal sill top only. When tacky, starting at the front, lay the carpet along the top side of the sill and press into place firmly.

Allow the glue to set for at least half an hour. Apply more adhesive to the side wall of the metal sill, allow to go tacky, then press over the side and down allowing some of the carpet to lie on the floor. This will later be covered by the floor mat. Particular care should be taken at the rear end of the sill carpet to cover the whole area, by dressing the material smoothly out. When finished repeat the process for the other side of the car. Holes will need to be cut for seat belt anchorage points.

Fitting Rear Lower Bulkhead Carpet

Place into position to make sure that the ends fit neatly over the sill carpet. Apply glue to the underside of the carpet and the lower bulkhead. Allow to go tacky, position and press firmly into place, remembering to keep the top of the carpet level with the top edge. The flap can now be glued and pushed over the top of the bulkhead and pressed firmly into position onto the horizontal ledge.

Fitting Front Toe Boards

Three synchromesh MGBs 1962 to 1968, the front scuttle lining panels need to be refitted before this operation. If you still have the original toe boards from the car, then all you need to do is compare them with the new ones as a fitment guide. An extra piece of carpet replaces the rubber moulding on the front of the right hand side of the tunnel where the speedo cable comes into the cockpit (new rubber mouldings are available from MGOC Spares if preferred.)

Four synchromesh cars 1969 onwards, once again refer to the original carpet boards from the car and compare and select the appropriate replacement one. Fitment is by Phillips screws and new holes should be made in the boards corresponding neatly to the existing holes in the bulkhead.

Fitting Rear Wheel Arch Carpets

These carpet sections are handed for nearside and offside wheelarches. Note that the sewn gusset should appear on the top of the wheelarch, allowing the material to be smoothed neatly over the form of the arch. Apply glue to the carpet section and metal surface, allow to become tacky and then reposition pressing firmly into place. The rear cockpit panel and rear quarter panels can now be replaced. Ensure that you cover the small box section that connects the wheelarch to the battery compartment ledge.

Fitting Tunnel Carpet

This section specifically deals with the moulded tunnel carpet in the Ultimate carpet sets, though the method of work is extremely simliar for non-moulded, tailored tunnel carpets.

Firstly measure the distance from the rear lower bulkhead to the gearlever. Then measure and mark this point on the tunnel carpet itself. Make a hole for the gear lever to go through, then lay the tunnel carpet into position. Trim the felt around the forward edge of the radio console area, then fold the edges of the carpet around the felt to finish. The velcro strip behind the console may be adjusted for a tight neat fit. A light application of adhesive where the carpet overlaps the floor pan is recommended to secure the carpet firmly in place.

Fitting Floor Carpets

The fitting of these is fairly self explanatory. The rear mats are held in by the seat runners and a useful tip is to place the mats in position and locate the seat runner holes with pins or skewers. Enlarge the holes to one centimetre in diameter and fit into place with the seat runners. The front footwell mats can now be fitted using the carpet clips supplied.

Lay the front mats in place and mark where the centre of each stud is on the carpet with chalk. A three pronged circular slip ring is then pushed through the carpet and the chrome base laid over the protruding prongs, which are then bent over with pliers.

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