



## Bodyshell Fitting Notes

### 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 endeavor 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 British Motor Museum at Gaydon). We wish you every success with, and enjoyment from, your restoration project.

### 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.

### 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.

Quality Parts and Accessories for



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## 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.

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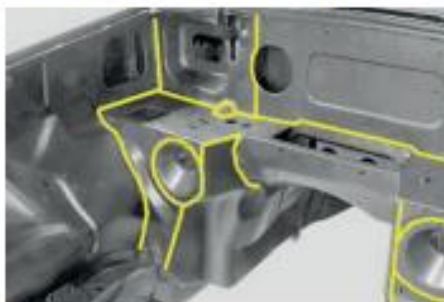
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## MGB Roadster and GT continued



### 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).

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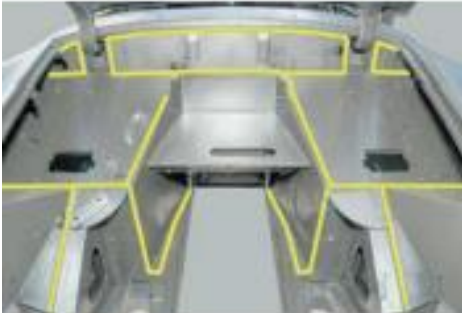


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## MG Midget



**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).

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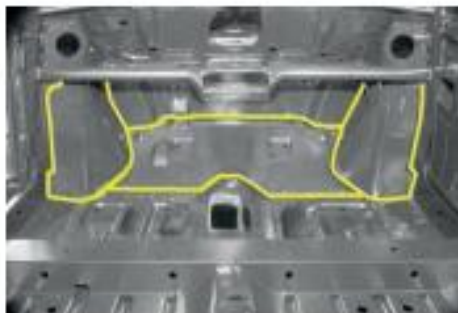


## Mini



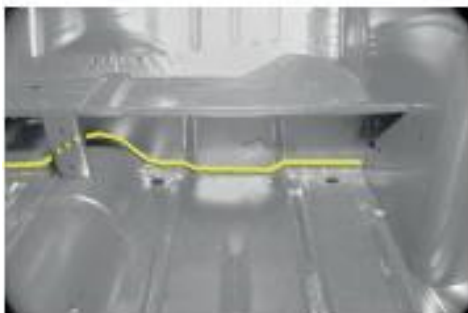
### Engine bay

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



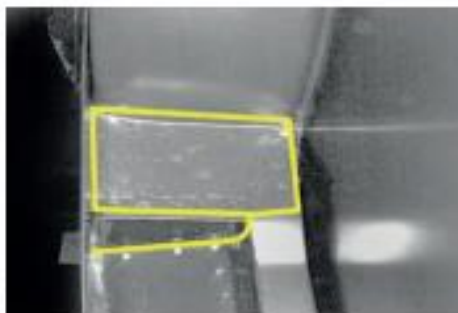
### Footwells

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 arches

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.

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## Mini continued



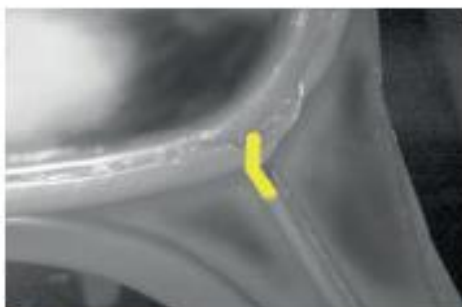
### Boot lid

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.

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## 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.

## 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.

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