MGB fender flares

Notes and recommendations for fitting the Sebring-style flares.

Handle the fiberglass edges with gloves until they are finished, to avoid fiberglass splinters. They are painful!

In general the flares are relatively easy, if labor-intensive, to install. Hold the flares up to the fenders, resting the indents of the flare on the indent where the chrome moldings attach to the fender. Fix them in place with masking or duct tape and take a few measurements to make sure they are placed level with each other.

With the car sitting on the ground, measure from the ground to the top-most part of the radius to make sure they are level: fronts level with each other, rears level with each other.

Here is some sarcasm, but it's important: eyeball it at least a dozen times, then measure five more. Be happy with their locations; once bonded, they are a real treat to remove.

Mark the flare with a pencil or marker where it needs trimming, and do any trimming needed to even up the flares.

Before you set them for final fitting, you may wish to sand the areas where the flare will attach, and an inch or so beyond, to bare metal.

Once you are satisfied with the position, trace the outline onto the fender and make a couple of placement marks that run from the flare onto the fender, so it goes back in exactly the same place.

Feather the back edge of the flare where it meets the fender to allow a smooth transition.

Cutting the fenders

Front. With your favorite cutting tool, cut about an inch inside the trace line.

Rear. Gather your favorite cutting tool and a spot weld cutter. Remove the spot welds between the inner fender and the rear fender lip. Cut the outer fender about an inch inside the trace line. This exposes the inner fender, which is made of two pieces, an inboard and an outboard. Remove the spot welds that hold the outboard piece in place, then remove the outboard inner fender and set it aside to refit later.

This leaves an area for bonding the fiberglass flare to the metal fender. Cut some slits in this area and bend tabs out to meet the back of the flare, for a greater bonding area.

Bonding

Ask your local paint or parts supply house for their recommended metal-to-fiberglass adhesive. They may suggest 3M™ Automix™ SMC/Fiberglass Panel Adhesive, 08219. It is a two-part urethane adhesive and works well.

Dry fit the flares again and check their positions. Once you are satisfied, use a 1/8 inch drill bit so rivets can hold the flare mechanically while the adhesive cures. Drill two or three holes (top and

both ends), remove the flare, apply the adhesive, place the flare, and rivet it through the pre-drilled holes. Smooth out the adhesive to avoid excess sanding later, and check the back: add more adhesive where needed so every adjoining surface is bonded.

Front. If desired, lay a layer of fiberglass cloth over the back to coat the back of the fender and seal out dirt, water and debris.

Rear. Once the adhesive has cured and the fender is stable, dry fit the outboard inner fender you removed earlier. It should rest on the lip of the fender flare.

You will need to make a filler strip for the new gap between the inner fender halves, either sheet metal welded in or fiberglass cloth. If metal, fit and weld the filler piece to the inboard half first. Dry fit the outboard half, and use the pre-drill method again: drill two or three holes where the outboard inner fender meets the new filler, to hold it while it rests in the lip of the new flare. Apply the adhesive, set the outboard inner fender, rivet it to the filler strip and let the adhesive cure. Once cured, finish welding the outboard inner fender to the filler strip.

If desired, coat the whole area with fiberglass, seam sealer, undercoating or truck bed liner to seal out dirt, water and debris.

Thank you

I hope you are pleased with your purchase. If you are, tell your friends; if you're not, tell me. Every part is laid up, prepped and inspected by hand, and I take great pride in the quality of each one.

Questions while you fit it? Email **MorSpeedComposites@gmail.com** or use the question form at **morspeedcomposites.com/order.html**. Photos of your finished car are always welcome.