



## MGB Fender Flare Notes and Recommendations

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

In general the flares are relatively easy, albeit labor intensive, to install. Hold the flares up the fenders, resting the indents of the flare to the indent where the chrome moldings attach to the fender. Affix with masking or duct tape and take a few measurements to ensure they are both 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 ensure they are level – fronts level with each other, rears level to each other.

Here is some sarcasm, but it's important!!! Eyeball it at least dozen times, measure 5 more times. Be happy with their locations, once bonded, it's a real treat to remove.

Mark the flare with a pencil or marker if there are places that need trimmed, 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 fender will attach, and an inch or so beyond, to bare metal.

Once you are satisfied that they are positioned, trace their outline onto the fender and make a couple placement marks so you know they go back in the same place. These would be marks that extend from the flare to the fender to index its location.

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

**Front** Get your favorite cutting tool and cut about an inch inside the trace line.

**Rear** Gather your favorite cutting tool and 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. You will be presented with the inner fender. It's made of two pieces, an inboard and outboard. Remove the spot welds that hold the outboard piece in place. Remove the outboard inner fender and set it aside for later replacement.

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

From your local paint/parts supply house, ask for their recommendations for metal to fiberglass adhesives. They may recommend 3M™ Automix™ SMC/Fiberglass Panel Adhesive, 08219. It's a two-part urethane adhesive, and works well.



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Dry fit the flares again, check their positions. Once satisfied, again, I use a 1/8" drill bit to allow rivets to act a mechanical means to hold the flare while the adhesive cures. Drill two or three holes (top and both ends), drop the flare, apply the adhesive, place the flare, rivet in place with the pre-drilled holes. Smooth out the adhesive to avoid excessive sanding later, and check the back, add more adhesive if needed, to ensure the bonding agent is applied to every adjoining surface.

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

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

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

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

I hope you are please with your purchase. If you are, tell your friends, if you're not tell me. I've spent considerable time creating, prepping, and inspecting your product. I take great pride in the quality of this product.

If I can be of further assistance, please use the information below to contact me. Feel free to email me your progress picture for use on web site!

*Safety first!*