



**DOOR PODS**

**TOOLS REQUIRED**

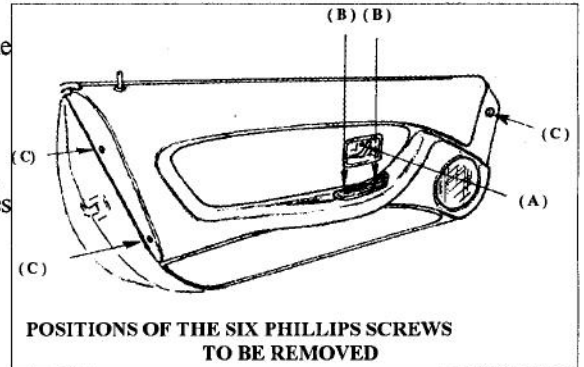
PHILLIPS SCREWDRIVER - STUBBY PHILIPS SCREWDRIVER - PAINT SCRAPER

Please read these instructions before starting work on fitting your new MGF trim kit from Newton Commercial, as it will help to acquaint you with fitting procedures.

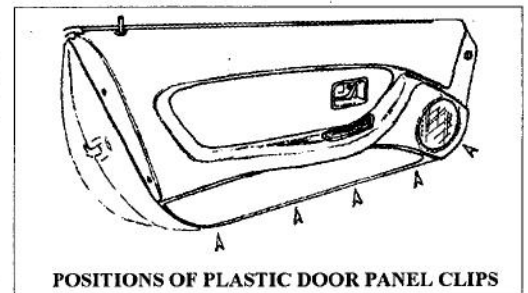
**FITTING DOOR PANEL PODS**

This operation can be carried out with the door panel in situ, but if necessary the panel can be removed from the car as follows.

Remove the Phillips screw holding the plastic door latch capping ( A ), also remove the two Phillips screws holding the plastic door pull escutcheon under the door latch handle ( B ) and the screws at both the front and rear edges of the panel ( C ).



Insert the blade of the paint scraper between the panel and the door along the bottom edge. There are five plastic clips holding the panel to the door. Slide the blade along until it hits a clip then twist carefully and at the same time pulling with your free hand to release the plastic clips from the door and lift the door panel away.



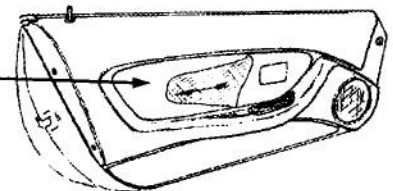
Lay the door panel on the workbench and remove any staples holding the cloth insert near the door latch hole on the back face

If the door panels remain in situ - proceed from here

Remove the plastic door latch capping, as described above.

Peel the red or black foam backed cloth from the panel. If bits of nylon or foam are still stuck to the panel, scrape off with the scraper or use a coarse sandpaper.

Your new leather covered door panel pod is designed to sit in the valley round the centre of the panel. Carefully place the pod in situ to make sure you know its final position. You will note that the square hole in the pod is larger than the plastic door latch cover and that we have left an excess of leather oversize to this hole. It is not necessary to trim the leather. When finally fitted the plastic cover will fit flush, inside the square hole and in turn will gently push the leather inwards to give you a nice contoured look. You will also note that there is a length of double sided Velcro stuck to the inside of the pod. Peel off the protective layer of paper on the Velcro. Now position the pod over the panel and carefully but firmly push evenly into the valley. The leather will be a tight fit and will basically hold the pod in place, but the Velcro will make sure the pod does not come loose.



If you find that the pod will not seat fully into it's surrounding valley, this is probably because the covering PVC layer is slightly bridging the bottom of the valley. This can be resolved by carefully trimming away the PVC at the bottom of the valley with a sharp craft knife. Thus allowing the new pod to sit fully home.



If required, replace the door panel and push home the clips along the bottom edge. Replace all screws, be careful when refitting the door pull escutcheon that you do not scratch the leather pod. Replace the door latch cover, being careful not to overtighten the screw.



## SEAT REPLACEMENT

### TOOLS REQUIRED

**TORX SPANNER** Please read these instructions before starting work on fitting your new MGF kit from Newton Commercial, as it will help to acquaint you with fitting procedures.

**IMPORTANT: FOR YOUR SAFETY, DISCONNECT THE BATTERY BEFORE PROCEEDING.**

### REMOVAL OF SEATS FROM THE CAR.

We suggest you remove the headrests initially. Pull the headrest up and twist the two plastic caps where the headrest stalks enter the seat. The headrests will lift out. The seats are held to the floor with four Torx bolts. Slide the seat fully back, this will allow you to see the front bolts. When removed, slide the seat fully forward to give sight of the two rear bolts. Twist the reclining knob to tilt the seat forward - this will help you to access these bolts. Carefully lift the seat out and rest it on the door sill so that you can unsnap the wire connectors under the seat diaphragm. It is now possible to lay the seat on it's side on the floor beside the car. Undo the Torx bolt on the side of the seat frame which attaches the lower seat belt anchorage adjacent to the reclining knob.

Turn the seat over and undo the Torx bolt which attaches the seat belt tensioner assembly. The seat is now completely removed from the car.

Carry out the same operation on the other seat.

Re-fitting your new seats is the reverse of the above operation.

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## HANDBRAKE GAITER.

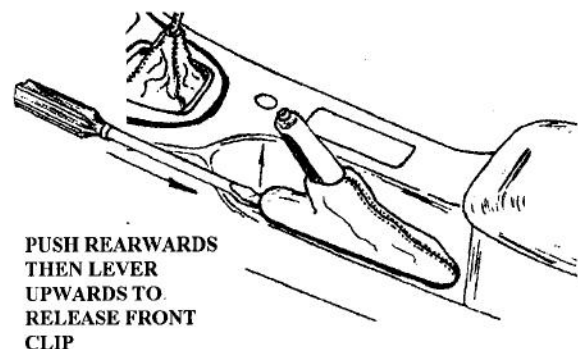
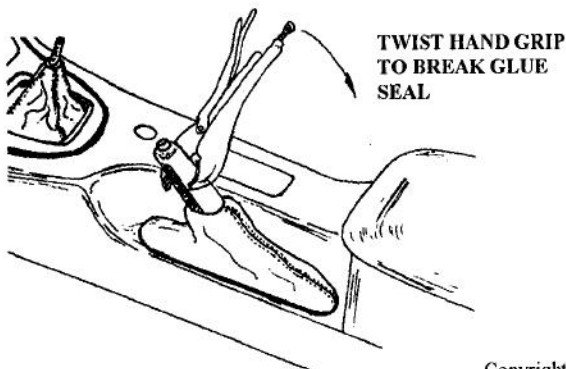
### TOOLS REQUIRED

**MOLE GRIPS - LARGE FLAT BLADED SCREWDRIVER.**

### FITTING NEW HANDBRAKE GRIP AND GAITER.

The original rubber hand grip will probably be glued in place. We suggest you break the glue seal between the grip and metal handbrake lever by grasping the rubber handle firmly with Mole grips and twisting. The gaiter is attached along its bottom edge to a plastic moulding with clips at front and rear, this holds the whole assembly in position in the console. Insert the large flat screwdriver into the front end and push rearwards then upwards, this will enable the front clip to disengage.

The plastic moulding with its gaiter attached will now lift clear of the tunnel. Remove grip and gaiter from handbrake lever using a pulling and twisting motion. Reversing this procedure will let you fit the new grip and gaiter. If necessary a small amount of adhesive can be applied to the hand brake stalk to stop the grip from turning.





**MGF  
TRIM**

**NEWTON  
COMMERCIAL**

**FITTING  
INSTRUCTIONS**

**TOOLS REQUIRED**

STUBBY PHILLIPS SCREWDRIVER - PAINT SCRAPER - FLAT SCREWDRIVER

Please read these instructions before starting work on fitting your new MGF trim kit from Newton Commercial , as it will help to acquaint you with the fitting procedures.

**FITTING GEAR KNOB AND LEATHER GAITER.**

**Disconnect battery earth lead.**

Unscrew the original gear lever knob. Remove the Radio from the console, disconnecting the aerial and all wires.

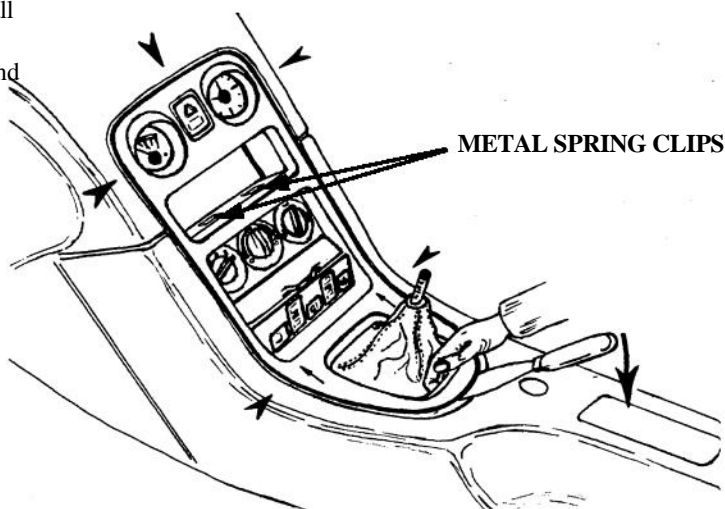
( Have you got the Radio security code to hand for when you replace the Radio ? )

Remove the Radio mounting plate. This will reveal two metal spring clips at the bottom edge of the radio opening. Push the flat bladed screwdriver into the clips and push forward , be sure to keep a finger over the end of the clip so that it does not fall inside the tunnel.

The centre console is held in place with five metal clips at the top and sides plus a plastic clip at the rear.

Place the fingers of one hand behind the rear edge of the gaiter, at the same time push the area of the console in front of the gaiter a forward direction. This action should relieve the pressure on the rearmost clip and enable the rear portion of the console to be lifted free. If this does not release the rear clip, then the paint scraper can be very carefully inserted in the gap between the bottom of the console and the tunnel ( see diagram ) and used to lever the rear edge upwards whilst at the same time supporting the rear edge of the console with the fingers.

Pull the rear of the console towards you , this will release the lower pair of metal clips.



Large arrow heads in the diagram show the positions of the metal clips.

When the console around the gear lever is free then the top three clips can be released as follows:-

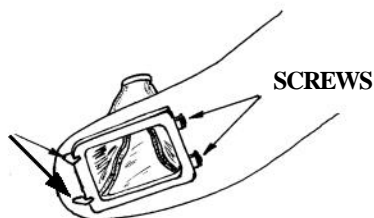
Insert the fingers through the radio position and locate the rear of the metal clips with one hand. Push the rear of the clips outwards whilst pulling slightly on the console itself with the other hand. Gradually lift the console away from the dash panel.

It will be necessary to adjust the position of the gear lever to allow free movement of the console at its bottom end . Also some of the wires underneath may become disconnected, but it is not necessary to completely remove the console, as you only need to lift the bottom end over the gear lever so that you have access to the underside of the gaiter.

Lifting the bottom of the console you will see that the gaiter is held in place by a plastic ring attached to the underside with two screws at the front and two plastic clips at the rear.

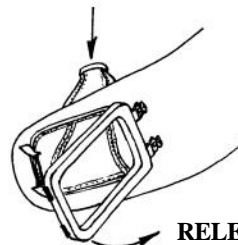
Using the stubby phillips screwdriver release the two screws and then unclip the rear of the plastic ring. The gaiter can now be pushed downwards through the console.

CLIPS



SCREWS

**PUSH GAITER  
DOWNWARDS**



**RELEASE PLASTIC RING**

Insert the base in the

new gaiter and lay its plastic ring as before and

screw / clip the ring back into place. Make sure the gaiter is in the correct front to back position. ( The front of the gaiter is indicated inside ) Remove the five metal clips from the plastic lugs

( see arrow heads for their positions ) and push the metal clips into the center of their respective holes around the console opening.

Carefully reposition the console back in place over the gear lever, reconnecting any wires. Push the console fully into position and re-engage all clips. Re locate the two metal spring clips at the bottom of the radio opening and replace the radio mounting plate.

Re-connect the radio unit and remember to re-code. Screw the new gear knob onto the gear lever. When tight and facing the

copy right Newton Commercial 1997, push the plastic ferrule at the top of the gaiter into the bottom of the new gear knob. d