

FITTING INSTRUCTION

WHEEL ARCH COVERS & REAR QUARTER PANELS

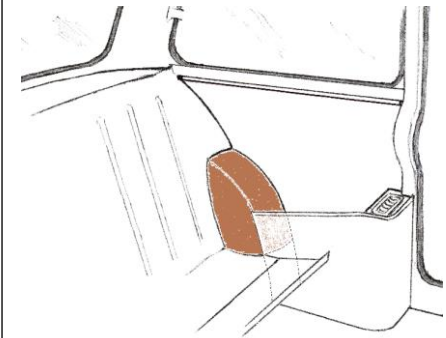
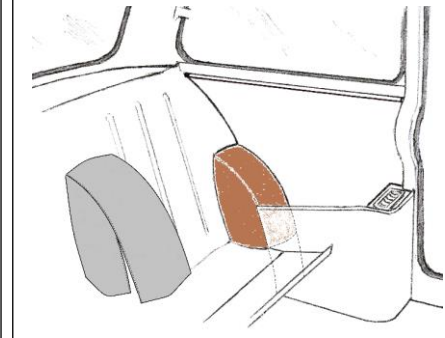
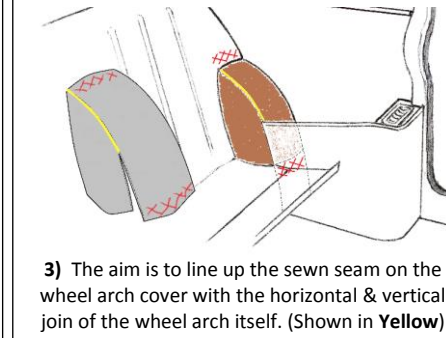
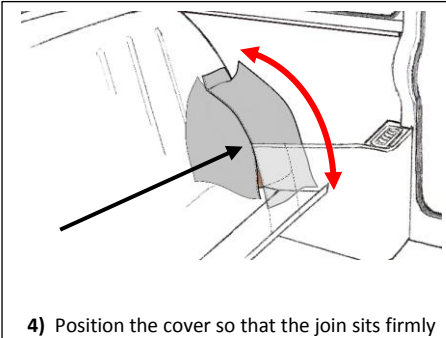
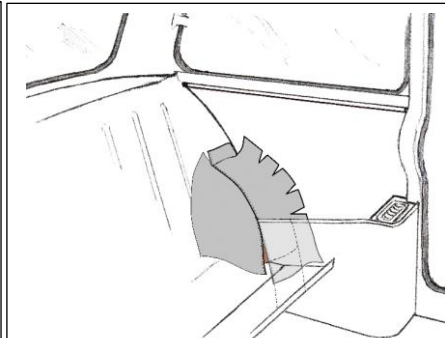
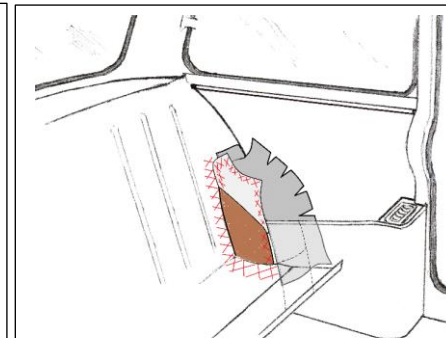
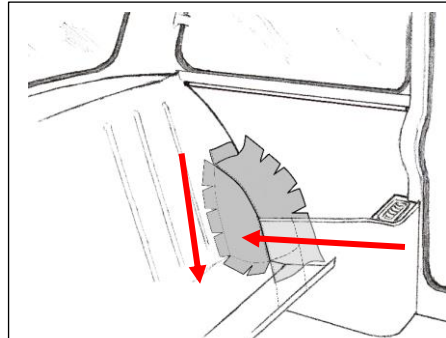
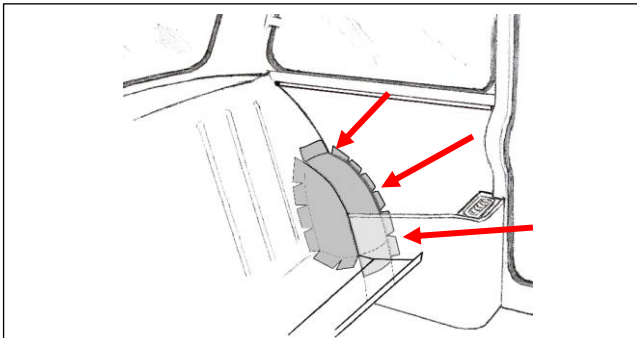
MINI SALOONS – ALL MODELS 1960 - 2000

In order for the Rear Quarter panels to sit properly in place inside the rear pocket bin, it is essential that the Rear Wheel Arch covers are fitted first & that they are fitted correctly. The first section of these instructions therefore deals with the Wheel Arch Covers. If your covers are already fitted, please ensure that the section of the cover in contact with the outer body is NOT glued in place, if it is, peel it away from the outer body & proceed straight to section 8) of this fitting instruction.

Occasionally the rear quarter panel is prevented from sitting low enough within the rear pocket due to excessive build-up of weld where sill, floor, body & sometimes repair panels meet. Obviously there is little to be done once the body is finished, so sometimes it is necessary modify the bottom of the rear quarter panel to obtain a good fit.

WHEEL ARCH COVERS

Please read through these instructions carefully & we suggest a few 'dry runs' to get the feel of the materials & how much hand pressure may be needed to remove any creases. You will need a pair of scissors & some brush on contact adhesive to complete this fitting.

 <p>1) Trim & glue thin felt or foam to cover the wheel arch where shown.</p>	 <p>2) Select the correct wheel arch cover. (Left Hand is shown)</p>	 <p>3) The aim is to line up the sewn seam on the wheel arch cover with the horizontal & vertical join of the wheel arch itself. (Shown in Yellow) Glue the metal areas above & below the top padding also the corresponding areas on the back of the wheel arch cover. (Shown in Red)</p>
 <p>4) Position the cover so that the join sits firmly against the top of the rear pocket & the seam is lined up, as previously mentioned. Anchor the bottom of the cover in place then stretch the cover upwards to remove any creases. When happy with the position, press the cover firmly against the bulkhead</p>	 <p>5) The cover will need a few slits where it meets the outer skin, to allow it to sit flat over the wheel arch. Do not make the slits too big.</p>	 <p>6) Time to glue the back of wheel arch cover side where it meets the bulkhead & rear seat pan. (Glue only where shown in Red)</p>
 <p>7) Smooth the wheel arch cover side Downwards & Rearwards before bringing the glued surfaces together. (Arrows in Red show the directions of stretch) Slits will probably be needed along the edges to allow the cover to lie flat. This will ensure a crease free fit.</p>	 <p>8) Finally push the cover firmly into the trough between the outer body skin & the wheel arch. (Use the handle of your scissors) (You should not need glue here) This will allow the rear quarter panel to sit fully downwards when fitted, at the same time it will pull the wheel arch cover into place. Repeat this procedure for the other side.</p>	

REAR QUARTER PANELS

Please read through these instructions in order to get an idea of what is involved.

The basic method for fitting all Mini saloon rear quarter panels from 1960 to 2000 is the same. Essentially, the bottom of the panel sits inside the rear pocket (storage bin), the lower curved rear edge sits around the wheel arch / cover & the top edge fits into the metal channel mounted on the body under the rear side windows.

The main differences are:-

For cars from 1960 up to 1973 which feature an ash tray at the front of the rear pocket, it is essential that the top of the ash tray cut out on the front edge of the quarter panel sits firmly on the ash tray support. (See Below)

In addition to the correct location around the ash tray cut out, in 1970 (In the UK, earlier for most overseas production) With the change from external to internal door hinges, came a change in shape of the 'B' Pillar around the revised door lock. This, in turn means a different shape on the rear quarter panel above the ash tray cut out. (See right)
This new shape becomes the governing factor in making sure the quarter panel sits low enough inside the rear pocket.

	1960 – 70 Mk1 & 2 MINI & COOPER OVERSEAS MINI SALOONS
	1961 – 1966 Mk1 & 2 ELF & HORNET
	1970 – 1973 Mk3 MINI & COOPER Mk3 ELF & HORNET
	1970 – 73 MINI CLUBMAN & 1275GT

For cars from 1973 to 2000 the ash tray was removed from the rear pocket, so the cut out is removed from the Rear Quarter Panel.

	1973 – 1976 Mk3 MINI & COOPER
	1973 – 1995 MONTE CARLO TRIM KIT – ALL SALOONS
	1973 – 75 MINI CLUBMAN & 1275
	1975 – 1990 Mk4 MINI SALOONS
	1990 – 1995 MINI & COOPER (LIGHTNING CLOTH)
	1996 – 2000 MINI & COOPER All cars had a plastic rear pocket lid fitted.



With the wheel arch covers fitted correctly as previously shown and all of the above instructions noted. Time to start fitting the Rear Quarter Panels.

To aid the fitting of the curved edge of the Quarter Panel over the Wheel Arch Cover. Smear some Gel hand cleaner (Swarfega in the UK) along the curved edge of the panel.



Insert the panel down into the pocket so that the top edge of the panel sits just above the metal channel and parallel to it. Also that for pre-1973 cars, the top of the ash tray cut out sits correctly on top of the ash tray support.

For all other cars the cut out around the door lock area on the 'B' pillar determines the correct position.



When you are happy with the position of the panel. Smear some Gel hand cleaner (Swarfega) along the top of the Quarter Panel.

This will enable the top of the panel to slide into the metal channel more easily.



Apply **considerable** pressure to the panel (At approximately the same height as the door lock) towards the outside of the car. This forces a curve in the panel, thus reducing its height & will enable the top edge to be fed into the channel.

It is probably easier to start at the rear end of the panel & work forwards.

It is also easier to seek assistance for this operation. With one person inside the car applying outward pressure to the panel & the other feeding the top edge into the channel.



This illustrates the amount of pressure that may be needed. It can be easier to use foot rather than hand power because you can brace yourself against the opposite side of the car more readily. If using this method, please ensure you use a clean piece of felt or foam to avoid any damage to the quarter panel.

(Also good to have some scrap felt or carpet across the rear seat pan, as there are lots of sharp edges in the back of a Mini without the rear seat fitted.)



This picture shows the Rear Quarter panel fitted correctly, ready for the rear pocket liner & rear seat to be fitted.

The curve at the rear of the panel may seem excessive but it is correct.

At this point any excess hand cleaner can be wiped away with a dry, clean cloth.



Next fit the Rear Pocket Liner. Fold it to shape along the crease lines. It should be a very tight fit against the metal bin and the Rear Quarter Panel. We would recommend using a hammer handle to provide force along the bottom edges of the pocket liner, as fingers alone do not usually provide enough of a solid contact to push the liner into place. If ashtrays are fitted, use a sharp knife to cut out the aperture then fit the ashtray.



The rear seat squab assembly can now be fitted into the car.

As can be seen in the picture, the curved shape of the rear quarter panels match the shape of the sides of the seat squab.

Happy Motoring.