

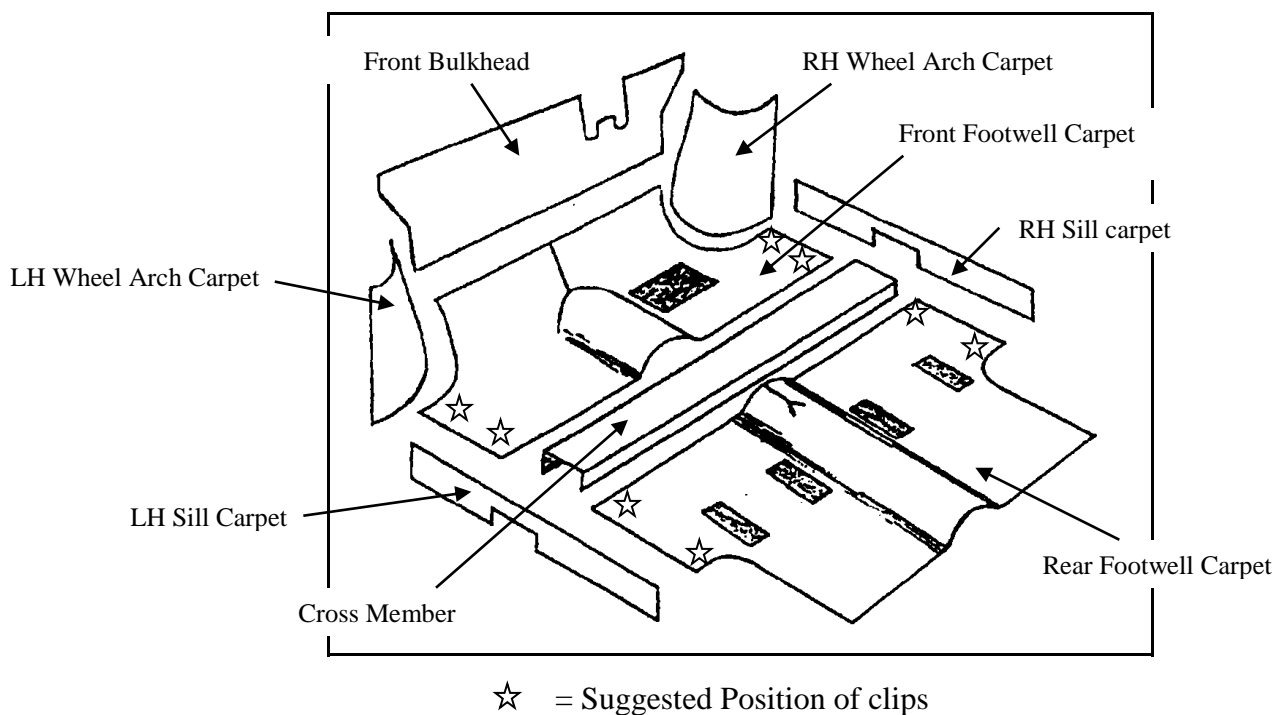


MINI CARPET SETS FITTING INSTRUCTIONS

TOOLS REQUIRED:-

7/16" & 3/4" UNF SPANNERS, CONTACT ADHESIVE, PHILIPS SCREWDRIVER, CHALK
HAMMER, PLAIN SCREWDRIVER, SCISSORS, SHARP KNIFE, TAPE MEASURE

We would suggest that you read carefully the following instructions before starting to fit your new carpet set, so as to familiarise yourself with the necessary steps involved. Our carpet sets are designed to fit any Mini saloon, consequently we have not cut out the gear lever hole, ashtray or seat retainer bar holes on later cars. Start by laying out the new set by the side of the car as per the following diagram.



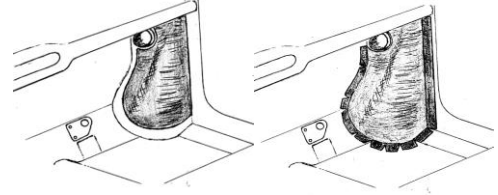
REMOVING THE OLD CARPET SET

Remove the front seats using the 7/16" UNF spanner and then the brackets fitted to the main cross-member. Remove the two scuff strips on the top of the sill lip and then the bolts securing the seat belts to the floor at the side as well as those on the centre tunnel. The two main floor carpets can now be removed noting the position of any carpet clips fitted and the studs riveted to the floor. The sill carpets and front wheel arch pieces can be peeled away, noting how the two butt together and how they all run onto the floor so that the main floor carpets cover their raw edges when fitted. It will probably be necessary to loosen off the heater box to make it easier to remove the front bulkhead mat. There are two Philips screws under the dash tray by the switches, which when released will allow the heater to drop down at the front. The rear of the heater is held on two swivel brackets, so after disconnecting the air hoses, the box will be allowed a little movement so that the carpet can be removed. This is the trickiest part of the whole operation, so expect to take a little time.

FITTING THE NEW CARPET SET

We have supplied our bulkhead mat in two parts, so it is suitable for both RHD and LHD cars. Lay your old piece of carpet on top of the new item, mark around the edge with the chalk, then cut to size. Now lay the new felt piece in place after applying adhesive to both surfaces and press firmly together. This whole piece can now be positioned in place and glued accordingly. Fit the heater box back in place and check that all hoses and wiring connections are in place.

The wheel arch carpets are the next items to be fitted. These are handed pieces, the straight edge will run next to the door draught excluder. We would suggest you do a dry run first to ensure that you are happy with the fit before gluing. Glue the felt piece to the metal wheel arch first. On later cars there is a



large cut out on the right hand side, for the fresh air vent tube that comes through from under the front wing. Again lay your old carpet on top of the new one as a template and then cut the necessary hole. When satisfied with the fit apply glue to the back of the carpet and the felt, allow to go tacky then stick into place.

The fitting of the sill carpets is pretty straight forward. Again these are handed items, so do a dry run first, then glue into place making sure you get the front part to butt up nicely to the wheel arch carpet. For the main cross-member, we have supplied a piece of carpet to go right across the width of the car. Some cars only had a small piece here on the part by the outside of the front seats, in which case you can cut and glue to the size you require. Place the long piece over the cross-member and mark where you need to cut slits for the handbrake bracket and the bulges in the tunnel. Apply adhesive to the back of the carpet and the cross-member and starting in the centre press the top surfaces into place, then the sides. Remember to mark the position of the bolt holes for the seat brackets.

The rear floor carpet comes next, again this being relatively easy as it only really lies on the floor pan. Once centralised on the tunnel, mark and cut out any necessary holes for seat belts etc. push the carpet snugly into the well area to ensure a tight fit.

The front footwell carpet we have supplied will fit all Minis', but because of different gear lever positions over the years, we have not actually cut a hole in the carpet for this lever. We would suggest that you measure the distance from the bottom of the left-hand sill, across the metal floor to the centre of the gear lever stick and then from the front of the cross-member, again to the centre of the gear lever stick. Mark these measurements onto the top of the carpet, this should give you the correct position of the gear lever. Cut a small cross initially in the carpet, then position the carpet over lever and the carpet should then fall into the footwell space. Once roughly in place you can determine the exact size and shape of hole that you require. Starting in the middle, push the carpet into place so that it fits snugly up to the wheel arches and the rear corners. All you need to do now is turn the carpet back where the steering column is situated, mark a vertical slit and cut a half round hole to go around the column. Where the carpet is split in the front centre, the piece with the carpet turned over the felt should lie on top of the raw edged flap. **The 2 felt rectangles can be cut to shape to fit the floor depressions under the heel mat area**

The carpet clips can now be inserted. Either use existing floor studs or the new ones supplied in the kit and fix them to the floor with 1/8" rivets (not supplied). The three pronged part pushes through the top surface of the carpet and the chromed plate goes underneath the felt and the prongs turned under to fasten the two together. The seat belts, scuff strips and finally the front seats can now be refitted into the car.

HAPPY MOTORING