

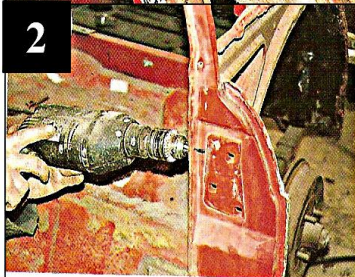
FITTING A REAR WING TO A GT

Many MG owners will have to do this job at some time, that's if you do not paid up money for your MG. I have do this on only one GT but its not the best job but when you get it right it looks great , and you will know what is behind the wings. There are some problem emerged when you attempted to line up the wing. With everything else fitting perfectly, it will save you a lot of time! For those of us who don't spend our working lives sorting out MGs the wing will probably be on and off several times, so do not think it will go on first time (but someone have to be lucky). So have go if you think you can do the job. So I this will help you?

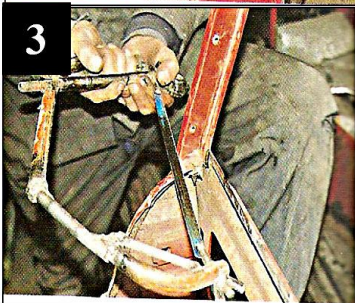
Cost about £100. and about 8-10 hours of work.



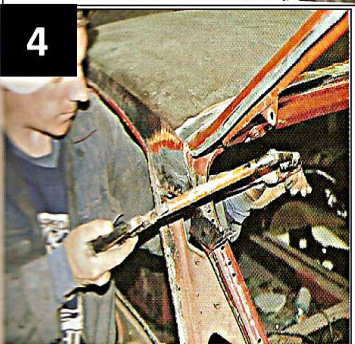
FIND THE JOINT:- *First you need to removed remaining bits of wing, starting at the top. This joint is leaded on chrome bumper Bs like this, you have to melted it with a blowtorch. Removing lead is easy, putting it back isn't.*



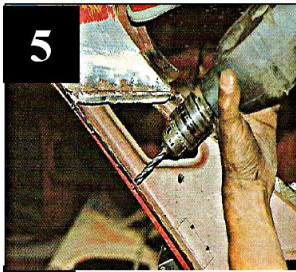
DRILL:- *We were lucky that the Heritage GT rear wings were being supplied without the C-post section. Apparently this was a faulty batch and they are supplied complete, so the C-post will be removed this time.*



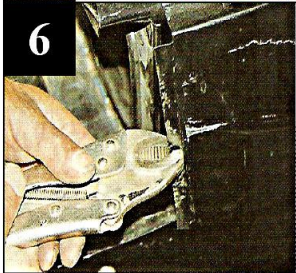
START CUTTING:- *After drilling through the spot welds attaching inner edge, using an hack saw to chop through the top joint. As the bottom edge was already disconnected, (tin worm) so it could be twisted off.*



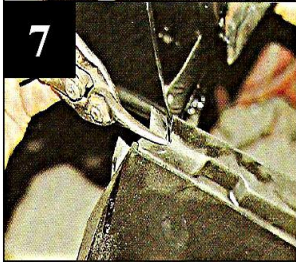
CUTTING:- *Removing paint from the gutter allowed you to find and drill the spot welds. You can cut the top of the wing (down form the leaded join).*



SPOT WELDS:- *Drill out the holes in the rear inner wing/support frame so the new panel could be plug-welded from underneath. Don't worry about sticking to original weld positions, these varied during production.*



FITTING:- *On chrome bumper cars, the joint between rear wing and rear panel was leaded (Lead loaded). To make joining easier you can twist rear panel edge flush then set it back using a joddler so the rear wing's edge sits on top*



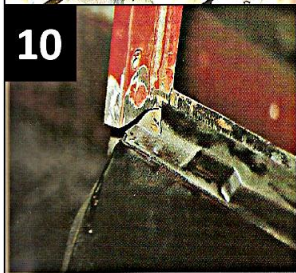
CUT TO FIT:- *If you're not an originality fetishist, you can make life a lot easier by modifying the new wing slightly, for example, by snipping out this small corner section that should sit underneath the door pillar.*



CUT TO FIT:- *It's also a lot easier to fit the wing if you cut most of this tuck-under section away from top of rear pillar. The joint is leaded (only on chrome bumper models) it is covered by a badge (rubber bumper)*



LINING UP:- *Now trial fit the new wing. The door has to be on and positioned correctly, so you can use it as a reference point. Align the door and wing swage lines, and strive for even panel gaps of about 5mm (you can use a 5mm drill-bit for this)*

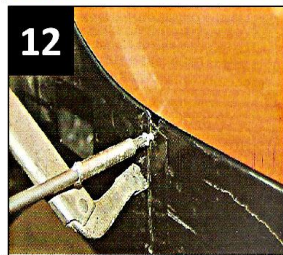


CUT TO FIT:- *This is how the cut out piece fits into the door pillar, if you leave panel as supplied it must slip up and between the inner wing and window pillar. This method is easier and window surround will hide the join.*



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FITTING:- *With front, top and back aligned correctly, bottom edge was 6-7mm proud of the sill, a very common problem with MGB rear wings. You might make it fit like this, but you will have to modify the joining tab.*



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GET IT RIGHT:- *At the back bend the tab flat. When satisfied with wing's position, then drill two holes through join and inserted screws.*



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TACK WELDING:- *Wing was tack-welded alongside clamps and to where it meets inner sill. Wing needs attaching semi-permanently before next stage, but tack-welding is used in case position needs changing.*



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INNER WHEELARCH:- *Outer section of inner wheelarch slips straight up under wing and is attached to prepared inner arch and outer wing lip. Protect inside first.*



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DRILL TO FIT:- *Clamp the inner wheelarch to the wing, using the squares of metal to prevent clamps damaging wing. Drill holes about 4inches apart round wing lip so you can plug-weld through.*

“Fix it”

More in the next Newsletter

Is there anything you would like to know how to do on your
MG?

I will do my best to help and show you How to replace or
repair it.