

BODY, PAINT,

GLASS, TOP,

INTERIOR,

WEATHERSTRIPPING,

ETC.

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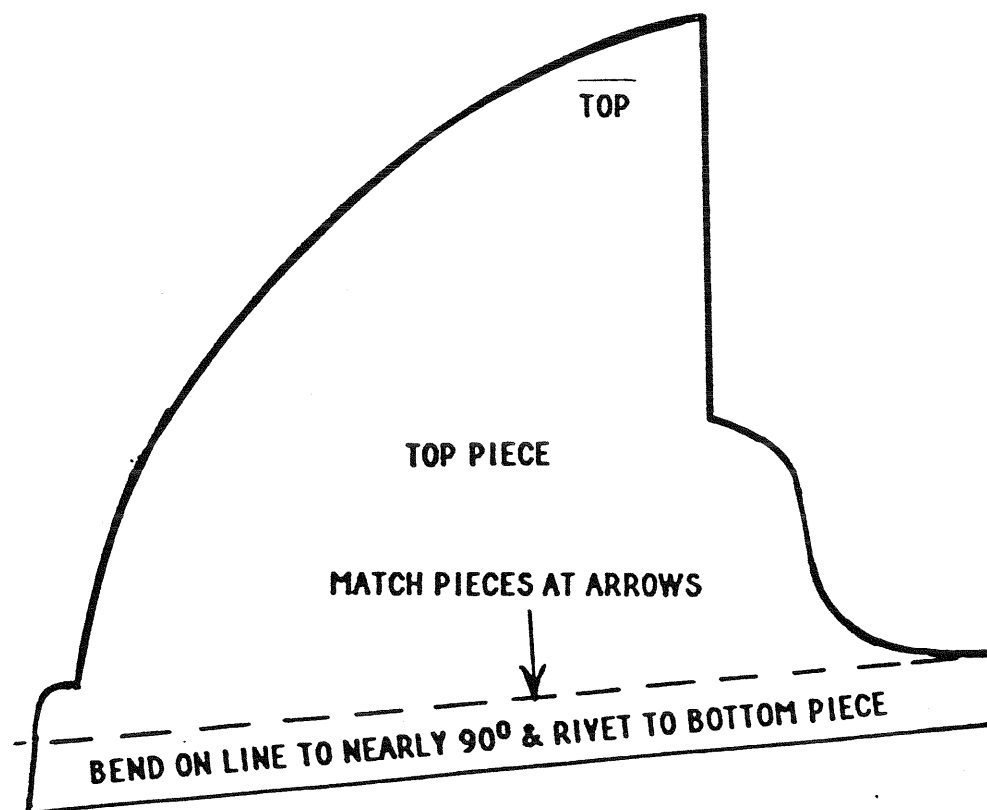
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FRONT FENDER RUST PREVENTION SPLASH SHIELDS

Skill Level D

There are two major rust areas peculiar to the TR 6 - the area over the taillight and the area around the headlight. There are, of course, several other places but these are the most persistent. To fix them correctly it is necessary to remove the fenders. However, for the relatively unskilled or those having fenders which are still rust free, the following may help to prevent rust over the headlights to the extent that a "Bondo" job will last for a couple years before the rust breaks thru again or stave it off for several years. This shield can be made and installed in less than 2 hours using nothing more than a pair of cheap sheet metal shears, a drill and 1/8" bit, some short (1/8") aluminum pop rivets and riveter, and a caulking gun and waterproof caulking. The pattern should give about 1" of overlap on the fender well and about 4 equally spaced pop rivets there will secure it. Use 22 gauge galvanized steel or aluminum available at any hardware store in small sheets. Clean and liberally caulk the fender well before installing. Caulk the edge abutting the fender after. Make a trial pattern from stiff paper first and trim to fit your car if necessary. Bend this piece to nearly 90° on the dotted line and rivet to lower piece. Match pieces or patterns at arrows. Next two pages are one piece.





TOP

MATCH PIECES AT ARROWS

TOP HALF OF LOWER PIECE

MATCH PATTERN TO BOTTOM
HALF OF LOWER PIECE PATTERN

B 10

TOP

LOWER HALF OF LOWER PIECE

CUT HERE FOR EASY FUTURE ACCESS TO BUMPER BOLTS

RUST PREVENTION FOR TR-6 REAR FENDERS

Skill Level D

That all too familiar bubbling over the tail lights is one of the ironies of the folks at Coventry trying to do something right and botching it. They sprayed undercoat in the area of the tail light by the pound. At first this sounds good, but what actually happens is that the stuff piles up on the top surfaces until gravity makes it fall away. Drying and shrinkage do the same. Therefore, the undercoat actually forms pockets to hold dirt which the wheels throw up. Each time this pocketed dirt gets wet it stays wet for days and weeks. Some cars are better, some worse but it happens to them all.

About one or two hours work will help a lot to prevent this rust. All you need is a pair of metal shears, a drill, a piece of 20 or 22 gauge steel sheet, 8 to 10 1 inch metal screws or pop rivets, a little undercoat and some butyl or urethane window caulking. Incidentally, van window cut outs are an excellent source of free sheet steel. I prefer cutting up Japanese hoods because they are thinner and softer, but then I'm prejudiced.

Cut out the full size pattern of the splash shields on the following pages and trial fit it. Cut the splash shields and bend them to fit. Paint and undercoat them. Clean the wheel well area thoroughly. Install onto the rear face of the fender wells and the frame to fender brace with the sheet metal screws or pop rivets. A desirable option is to caulk the back face of the splash shield where it contacts the wheel arch. Next caulk the joint between the shield and the clean fender surface. A desirable option is a final light or medium coat of spray undercoat over the whole thing. While you're in the area, clean and caulk the vertical groove at the front edge of the fender. This is a perfect mud trap. It is also nearly impossible to seal the area around the tail light opening in the rear fender well. First, remove the cardboard trunk side panels. Clean the light recess thoroughly. Caulk the hell out of the edges. Drill a 3/16 inch hole in the bottom (about under the side light wire) to let out the water that will get in no matter what you do.

TOP

BEND
LINE

MATCH TO
NEXT PAGE

B 13

MATCH
LINE

MATCH TO

PREVIOUS
PAGE

BEND LINE

MATCH

LINE

B 14

MATCH TO

FOLLOWING
PAGE

MATCH

LINE

MATCH TO

**PREVIOUS
PAGE**

← **NOTE: IT IS DESIREABLE TO MAKE
AN ADDITIONAL PIECE TO FILL
BETWEEN THIS EDGE AND THE BODY.**

BEND

LINE

BEND

LINE

BOTTOM

B 15

ADDITIONAL REAR BODY SPLASH SHIELD

Skill Level D

Shown on the next page is a small additional splash shield which you can add to the rear fender shields shown in the previous article. It is attached to the bottom of the rear bumper brace tight against the frame rail by a couple of pop rivets or metal screws. It is best made from 22 gauge galvanized steel rather than aluminum because it needs some spring to the metal for good fit. It also helps to bend it slightly upward before installing to get a good fit, especially at the back. The back edge goes under the body edge and the side goes inside the fender where it will have a gap about 1/8" to 1/4" above the fender lip. You can put it totally inside if you wish but I found that it did not require any drilling of the body panels if installed as above. Caulk the rear edge with about a 1/4" bead of waterproof caulk, body sealer, or silicone. If properly bent the back edge will come up snug to the body. Caulk the side except for about 1/2" at the front to let trapped water out. Once in place, make a joiner piece about 6" long by 4" wide bent at about 90° on the 4" dimension and use this to join this shield to the one in the previous article. About 4 pop rivets should be ample to hold them together.

ADD 1/2" TO THIS LINE FOR CORRECT LENGTH, PLUS A
1/4" FLANGE BENT UPWARD. REMOVE 1/2" FROM OUTER
END OF FLANGE.

BACK EDGE

B 17