

## Fitting Guide – M.G. Y-Type Pedal Box/Shaft Cover Seal

This seal and dome cover is designed to keep road grime and grit out of the pedal box and maintain the brake and clutch pedal shaft in good working order. You will also need to obtain Three 1/2" long, **1/4" BSF (not UNF!!)** bolts. Use your workshop manual along with these notes.

### To fit the full seal remove the following:-

- Driver's seat and side floor carpet – forward of the seat.
- Gearbox cover carpet.
- Gear lever knob.
- Gearbox cover. Use a piece of cardboard and "file" the screws so they are refitted in the same place.
- Driver's side floorboard forward of the seat – again a cardboard "filing system" is an advantage here.
- Brake and clutch pedal rubbers and metal pads (not the levers, just the pads on the top).

### Fitting of seal

1. **Clean out the pedal box and lubricate all the components! It is good practice to examine the workings in the pedal box and replace any worn components as required while you have good access.**
2. Position the dome cover on the outside of the chassis rail with the three **1/4" BSF (not UNF!!)** bolts finger tight into the captive nuts located inside the chassis rail.
3. Position the seal over the pedal levers and the pedal box and dome cover, ensuring the holes align with the floor mounting screw locations.
4. Carefully fit the driver's side floor panel without dislodging the seal from its position.
5. Stuff some rags in the pedal slots – you don't want to drop any nuts in there!
6. Do not tighten the floor screws as yet – finger tight only.
7. Refit the pedal pads and rubbers.
8. Refit the gearbox cover – again don't tighten any screws until you have them all fitted finger tight.
9. Tighten all the gearbox cover and floor screws. Remove those rags from in front of the pedal levers !.
10. Refit the gearbox cover carpet and the driver's side floor carpet.
11. Refit the driver's seat.
12. Working from under the car, push the shaft dome cover up hard against the new seal.
13. Tighten the three **1/4" BSF (not UNF!!)** bolts to secure the cover against the seal.
14. Screw the supplied self-tapping screw in the end of the cover into the floor panel – just a bit more than finger tight is all that is required.

### Final comments

Many owners will find their car has been reassembled poorly by others in the past and the fit of all the components can be rather problematic. We have designed the reproduction seal and cover to allow for MOST cars – your installation may require some additional work to align all the components again.

If you wish, you can add a screw through the moulded nut through the floor boards. This is optional as no definitive proof has been seen that the nut welded to the original covers was ever used. If you decide to do this, drill a pilot hole through the dome nut from below, then drill from the top a clearance hole for the countersunk screw, all without damaging the thread/nut in the dome cover !. You then need to remove the cover and drill and tap the nut to match your countersunk screw & refit, A simple 1/2" long self-tapping screw from below is a far easier solution

If you only wish to fit the dome cover at this time, you can cut the seal with a sharp knife and fit it and the dome cover from below, and leave the full seal fitting until the next time you have the floor out. Just apply a little silicone sealant along the edge of the seal adjacent to the chassis rail.

*Installation notes by The Classic Workshop June 2019*

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