Supplemental Information
for
475-187 or FLD70730 Anti-Lift Front Valence (Fiberglass)
MGB (Chrome Bumper*)

Improve high speed stability without making your MGB look like a race car…

This anti-lift front end valance is based on the classic Sebring design. A key modification has been added - a subtle lower lip significantly reduces front end lift and improves stability (and steering) at speed.

This is a high quality fiberglass panel from Frontline Costello in England. Like all fiberglass panels, some skill and patience will be involved in fitting the valence. Supplied unpainted, the quality of the final finish will depend on the time spent in prep. Professional installation suggested.

Please note: a selection of bolts, spacers, and washers will be required to install this valence and these will need to be obtained locally.

*Although designed for the chrome bumper MGB, it can be fitted to the later MGB if the rubber bumper assembly is removed.

Installation Overview

The transition between the front fenders and the cowl of an MGB body is not a smooth, continuous curve. At the point where the fenders and the cowl meet, the steel valence is actually “puckered”. There are two bolts, one on either side of the joint. A fiberglass valence (this one or the Factory Special Tuning type) has a smooth line, and it cannot follow the line of the original steel valence. If you force it, the valence will simply crack under the strain. When installing this valence, the two bolts on each side where the fender meets the cowl will be left out. The valence will be well secured without them, and by doing so it will be possible to adjust the valence for the optimal fit. This is not an afternoon project. From start to finish, it can easily take all day, not including the preparation for painting and painting. Don’t rush it. Take your time and you will be well pleased with the result.

Installation Tips

Though it may appear to be a straightforward installation, a front “Sebring Type” valance requires skill and patience to get a good fit. Unlike the original steel valance, which is designed to recess back behind the front bumper, the Sebring type valance is intended to fit flush with the front edge of the fender. This will require a variety of spacers and mounting bolts that are longer than the bolts used to secure the original valence. Since the mounting bolts are visible on the front of the car it is essential to get the holes lined up properly.

Before you start, it’s a good idea to use a ¼-28 tap to chase the threads on the body and fenders to make sure that the bolts thread in easily. It’s also not a bad idea to chase the threads on the mounting bolts as well. Properly prepped hardware and a spot of anti-seize compound will make installation a lot easier. Fitting the front valance will require installing and removing the part several times, so investing the time in prepping the hardware will pay off in the long run.

Once the hardware has been prepared, it’s time to start lining things up. There are no pre-drilled holes in the valance, so it will be necessary to locate each hole, starting with the middle. The valance is light enough that you can hang it in place with some duct tape or blue masking tape while you line things up. Be careful not to drop it as the fiberglass is easily damaged and time consuming to repair

We’ve found that the easiest way to get the spacing right is to take a mounting bolt and thread it in ***from the back side*** so that the threaded end of the bolt will come out toward the valance. Use the bolt to push the on the back of the valence so that the exposed surface is flush with the outside of the fender. Make sure that the back edge of the valance blends in nicely with the edge of the fender. Mark the bolt’s position on the back of the valance. It’s not a bad idea to leave a small gap between the top of the valance and the bottom of the fender, especially if you plan on finishing off the project with some piping. Leave the bolt protruding from the fender for the moment; you will use it to determine the thickness of the spacers required. It has been our experience that you will need 3/4” spacers on the center two holes, 5/8” spacers on the next three holes, and ½” thick spacers on the outer corners. Use these spacers as a starting point and then use thin washers to get the spacing exactly where you want it.

Once the first corner hole is marked, remove the valance. Drill the hole through the fiberglass using a 9/32” drill bit. Support the valence on a piece of wood while you are drilling. The wood will prevent the drill bit from “busting out” or tearing through the fiberglass. Mount the valance using the bolt, tightening the bolt until it is snug. Do not over tighten the bolt.

Use the same technique to mark the second mounting hole in the front of the valance. The curvature of the valance may not exactly mimic that of the front of your car, but don’t worry about that, just keep the spacing of the valance and the gap between the top of the valance and the fender consistent. And always remember, measure twice, drill once! Again, use the length of the bolt to determine the correct spacers to use.

After you've determined the position of the second hole, drill the hole and re-hang the valence using both bolts. Repeat the same procedure on the next two holes. When you have a total of 4 holes drilled, you can mount the valance on the car and determine the positions of the other 4 holes – two in each fender.

With the valance installed using the four bolts, thread bolts through from the back to adjust the position of the valance, lining it up with the fenders and grill of the car. There may be a hole where this will not work because you cannot get the bolt in from the back. At these points, thread a bolt in from the front and use the other bolts to estimate the correct spacing. There will be a total of eight bolts- four in the center cowl, and two in each fender.

As you work your way back to the last two bolts closest to corners of the valence, you may find it necessary to trim the back edges of one or both sides to properly line things up.

After you have drilled all the holes, determined the spacer stacks needed and the length of each bolt, mount the valance to check the overall fit. Start in the middle and loosely install two bolts and their respective spacers. Work your way back toward each corner, installing all the bolts and spacers loosely. You may find that you need to fine tune the spacing with some thin washers to get everything to line up properly.

Tighten the bolts, starting in the middle and working toward the back corners. Do not over tighten the bolts or you risk damaging the fiberglass. If necessary, gently flex the valance to line up the other holes as you install the bolts and spacers. This is exactly what you will do to install the valence after it has been painted. For a more finished look, consider filling in the seam between the body and the valance with a bit of piping. This is not something ever done by the factory, but it does add a more finished look to the project. Moss offers piping in a variety of colors to compliment just about any color car. If you want to do that, fit the valence with the piping so that you do not have to hang the finished valence more than once after painting.

Prepping for paint will be the next step. Even if you have completed the installation yourself, we suggest that you have this professionally done for the best possible result.

After the valence has been painted, and the paint has fully cured, get some help for the final installation. You can certainly do it yourself, but a scratch in the paint now will ruin your day.

Take your time with this project and the results will show. The installation of a Sebring style valance can really clean up the look for any MGB because it blends in with the already beautiful lines of this classic car. While some may argue that the elimination of the bumpers makes the car more susceptible to damage, many of us will simply choose to park carefully and enjoy the look of our cars.

The installation tips provided here are based on an article written by one of the staff who owned and raced an MGB. Although useful, we realize that they could be improved with photographs. Any suggestions that you may have that will improve the information (especially detailed installation notes with photographs) are welcome. Please use the simple email form on the ***"Contact Us"*** *page on the Moss website:* ***http://www.mossmotors.com/AboutMoss/ContactUs.aspx***

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