

# TR6 Interior Installation Guide



800-667-7872

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# Handcrafted Upholstery

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## Custom Deluxe Interior by Moss Motors

When you're shopping for a new interior for your TR6, it doesn't get any easier than buying one complete kit. And it doesn't get any better than Moss-made, handcrafted and hand-sewn upholstery. These Custom Deluxe Vinyl Interior Kits include what you need for your seats, panels and carpet. Color options are black or honey tan, with the exception of radio console pads which are black to hide stains and always look great. All seams are hand-stitched and not heat-seamed. Panels are plywood backed rather than fiberboard for superior strength and resistance to moisture and the elements. Carpet is synthetic cut-pile-very similar to original carpets-and cut to OEM specifications. The carpet also comes complete with a pre-cut underfelt kit made from a synthetic blend, superior to original jute which was prone to rot.

**Complete Vinyl Interior Kits include:** Deluxe vinyl seat kit, seat foam set, seat diaphragms with hooks, deluxe vinyl panel kit, radio surround panels, kick panelboards, and black synthetic carpet set including underfelt.

Complete Vinyl Interior Kit	Black w/Black Carpet	Honey Tan w/Black Carpet	Honey Tan w/H. Tan Carpet
TR6 1969	642-832	642-854	-
TR6 1970-72	642-862	642-884	642-886
TR6 1973	642-889	642-914	642-917
TR6 1974-76	642-888	642-913	642-914

Leather Seat Kits	Black	Black/White	Blue	Blue/White	Tan	Honey Tan
TR250	642-800 <sup>1</sup>	642-805 <sup>1</sup>	642-810 <sup>1</sup>	642-815 <sup>1</sup>	642-820 <sup>1</sup>	642-822 <sup>1</sup>
TR6 1969 (folding headrest)	642-830 <sup>1</sup>	-	642-840 <sup>1</sup>	-	642-850 <sup>1</sup>	642-852 <sup>1</sup>
TR6 1970-72 (fixed headrest)	642-860	-	642-870 <sup>1</sup>	-	642-880 <sup>1</sup>	642-882
TR6 1973-76 (removable headrest)	642-890	-	642-900 <sup>1</sup>	-	642-910	642-912

Deluxe Panel Kits	Black	Black/White	Blue	Blue/White	Tan	Honey Tan
TR250-6 1968-69	645-150	645-155 <sup>1</sup>	645-270 <sup>1</sup>	645-275 <sup>1</sup>	645-160 <sup>1</sup>	645-162
TR6 1970-73	645-210	-	645-220 <sup>1</sup>	-	645-230 <sup>1</sup>	645-232
TR6 1974-76	645-240	-	645-250 <sup>1</sup>	-	645-260	645-262

<sup>1</sup>Special order, allow 6-10 weeks for delivery.



# BEFORE YOU GET STARTED:



## Tools required:

- Workshop manual
- Digital camera or quality camera phone
- #1 and #2 Phillips screwdrivers
- Flat head screwdrivers, large and small
- Ratchet
- Sharp scissors
- Sharp knife or box cutter
- Drill motor and 1/8" drill bit
- Wire brush and/or wire wheel for drill
- Panel removal tool kit
- Shop vacuum
- Soft rubber mallet
- Various pliers, large, small, needle nose...
- Tape measure
- Stapler
- Vacuum cleaner
- Awl
- Sockets and wrenches: 7/16" & 1/2"

## Other required items:

- Upholstery glue in aerosol cans (*we recommend our Moss# 409-036*) (2-4 cans for a full interior)
- Upholstery cleaner (*for glue overspray and hand prints*)
- Grease, wax and silicone remover (*to clean metal that upholstery will be glued to*)
- Non-permanent marker, pen, or oil pen
- Masking tape (*painters tape*)
- Masking paper (*Beware: newspaper can stain your new interior!*)
- Lots of time and patience

## Safety equipment:

- Gloves
- Painter's mask
- Eye protection

## Parts not included that you may need:

### FOR SEATS:

- Seat back strap and clip kit —see catalog for part numbers (1 per seat)
- Seat cover to frame clips #326-155 (10-20 per seat)

### FOR CARPET:

- Gearbox cover 857-125\*
- Gearbox cover seal kit 680-428
- Drive shaft tunnel cover 856-790\*
- Shift boot. The TR6 interior kit comes with a hand brake boot but not a shift boot.

*\*These items are often water logged and damaged beyond repair. These new pieces are made from poly urethane or fiberglass and will hold up better than the original parts.*

## Using upholstery glue:

- 1) Make sure both surfaces are clean. This means the new interior panels, vinyl and leather and the parts they will be glued to.
- 2) Spray glue on both parts. Spraying glue on only one of the surface may not keep the panel in place.
- 3) Do not over apply glue. Make sure the tip is clean before spraying. Spray the parts from far enough away to avoid wet spots or puddles because they will show through.
- 4) Allow the glue to dry partially or get tacky before assembly. Different climates will effect the time it takes for the glue to dry. Read the can for more information.
- 5) Gently position the panels of fabric. Once placement is satisfactory, apply pressure. Use a small rubber mallet and gentle taps when gluing carpet or under felt down.
- 6) Remove any overspray from visible areas immediately. Upholstery glue can be difficult to remove after it has dried completely.

## Before you begin:

Installing an interior is not an easy job. Experienced professionals charge a premium for their work because they know what it takes to get a quality finished product. In addition to being tradesmen, they are artists. That being said, most people with mid-level mechanical experience should be able to install a kit with satisfactory results. Be warned: This will take plenty of time and test your patience more than once.

## Preparation:

Make sure you have a digital camera or good quality cell phone to take pictures with. You want to take lots of pictures as you disassemble the interior. These will come in handy when you are putting things back together. A lot of how your interior is put together cannot be found in any book, so the pictures of how it came apart will save you some frustration.

Make sure you have a clean work bench and sharp scissors to make adjustments to the new interior kit. Quality built sharp scissors help tremendously.

You will need to use aerosol spray glue and chemical cleaners. Take the proper precautions to keep yourself safe. Wear gloves, eye protection and a proper mask for fumes. Make sure you work in a well ventilated area away from any open flame or other sources of ignition.

Keep organized. Label larger parts using making tape and marker pen. Be specific i.e.,: "driver's seat slider" instead of "seat slider." Things that seem obvious on removal may not be on assembly. Use small zipper top sandwich bags with labels to keep the fasteners sorted.

Do not throw any of the old interior parts away until the whole job is complete. You will need to reference many of the old parts during the installation process. If your old parts are labeled and nearby, it will save you time.

Disassemble one side at a time. Take a seat for example: if you leave one seat assembled, you can reference it while you rebuild the other.

Keep clean. Dirty hands, gloves, benches, tools and vehicle are all enemies of a fresh new interior. No one likes a permanent stain on their newly upholstered seat. You will be making many small cuts on much of the new interior. A shop vacuum can help you keep up with the mess.

In order for glue to stick it needs a clean surface to hold on to. Use your favorite wax, grease and silicone remover to clean the interior of your car after disassembly. Make sure to test the cleaner on a small inconspicuous area first to avoid damage.

# SEATS

## Disassembly

1. Disconnect the battery.
2. Remove both seats. The seats are held to the sliders in the front using two bolts and nuts. Use a 1/2" wrench and socket to remove them.

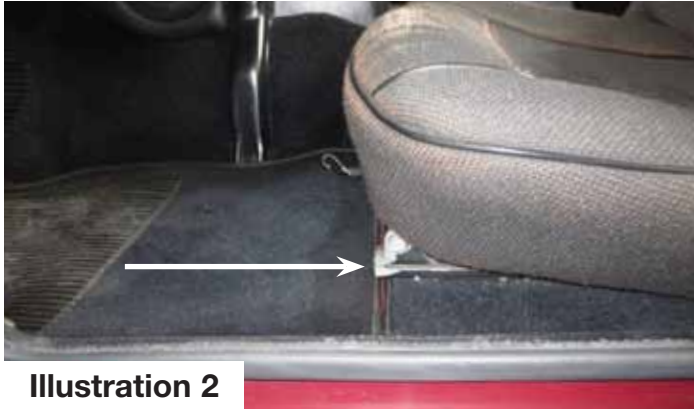


Illustration 2

3. Label and remove the seat sliders. You will need to move the sliders forward and rearward to access all four bolts. If your sliders are stuck, a small rubber mallet may help persuade them. Pay special attention to how the seat tipping mechanism plates are positioned before you remove them. It will make assembly much faster.



Illustration 3



4. On a bench top, flip the seat over for access to the bottom and back. Remove the 4 screws from the tipping/latch mechanism. These can be rusted in. Use penetrating oil to help break them free. If they strip out, you may need to drill the heads off to remove the mechanism and then extract the rest of the screw.



Illustration 4



5. Remove the recliner handle using a #2 Phillips screwdriver.



Illustration 5

## Installation Instructions

- The seat back material may be held at the bottom of the frame using clips, glue or both. Remove the clips if present, and then peel the material up and away from the seat frame.



**Illustration 6**

- Once the seat back is peeled away, you can see how the front of the seat cover is pulled through the seat cushions (in-between the back and bottom) and also glued to the frame. Peel the front flap away from the frame so that it can be pulled back through the seat.



**Illustration 7**



**Illustration 8**

- On the sides of the seat you will find cards inserted in the material that hook around the seat frame and help hold the seat cover on. Unhook these cards by pulling down and then away from the seat.



**Illustration 9**

- At this point, the seat cover should be free of the frame at the bottom of the seat. Flip the seat over (right side up) and pull the cover up over the headrest.



**Illustration 10**

- On the back of the seat, find the headrest retaining tab. Depress the tab and pull the headrest out of the seat. Remove the seat cover from the seat.



**Depress Tab**

**Illustration 11**

**Illustration 10 cont.**



11. Once again, turn the seat upside down. Carefully remove the small clips securing the bottom seat cover to the seat frame. Use a small flat screwdriver and pliers. If you have not purchased new clips, you will need to reuse the old ones to reassemble the seat.



**Illustration 11**



12. Remove the bottom seat cover from the frame and cushion.



**Illustration 12**

13. Remove both seat back and bottom cushions from the frame.



**Illustration 13**

14. Remove the seat diaphragms. Remove the old seat back straps if you will be installing new ones otherwise leave in place.

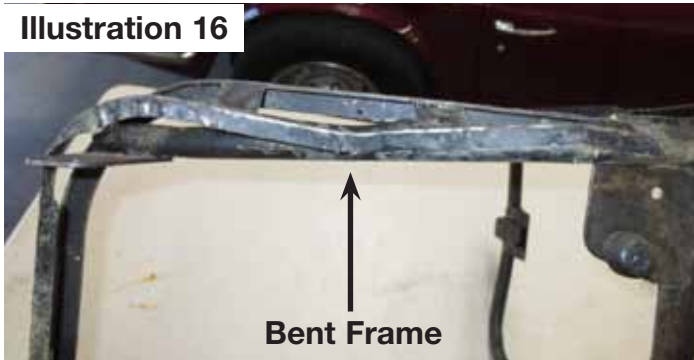


**Illustration 14**

## Installation Instructions

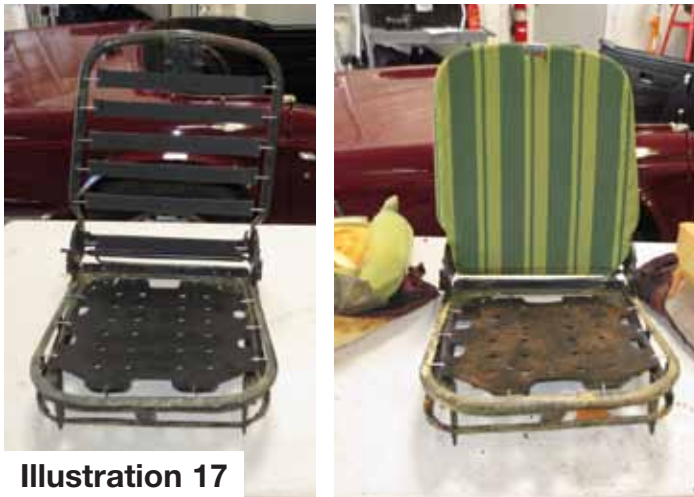
15. Clean the seat frame. Concentrate on the areas that have glue on them or that will show through the new seat covers as lumps. You do not need to completely remove all the old glue. Just knock off anything loose that will prevent the new seat cover and glue from adhering properly. A wire brush or a wire wheel on an electric drill motor are good tools for this job. After knocking off the loose debris, clean the frame using grease, wax and silicone remover.
16. Repair any bent or broken parts on the seat frame. Often seat frames are damaged and need welding or a little massaging with a hammer to put them back in line. You might want to paint the frame after all repairs are made.

**Illustration 16**



### Assembly

17. Once the seat frame is clean, install the new diaphragm and back straps. As an alternative to new back straps, a piece of canvas can be pulled around the seat back and glued in place on the frame. The canvas will act as the straps supporting the cushion.



**Illustration 17**

18. Use a tape measure and felt-tipped pen to find and mark the centerline of each cushion on both sides (top and bottom, front and back). This will help center the cushions on the frames and the covers on the cushions during assembly.

Flip each seat cover inside out and mark the centerline of each seat cover in the pleated area only. You will use these lines to locate the covers on the cushions. Make sure to test your pen on a small inconspicuous area to make sure it won't show through.

Finally, mark the seat frame, straps (or canvas) and diaphragm centerline.

**Illustration 18**



### Bottom foam installation

19. Test fit either of the bottom cushions to the frame and diaphragm to get a good feel for how it fits. The bottom cushions are the same and can be installed on either seat. Apply glue to bottom of cushion, the diaphragm and the seat frame. Allow the glue to tack up and install the cushion. Make sure the centerlines are aligned and the cushion is all the way against the seat back.

Once the base is glued down, test fit and glue the upper part of the seat bottom.



**Illustration 19**



## Bottom cover installation

20. Test fit a bottom cover to the foam. You will only apply glue to the rectangular flat area on the foam and seat cover, nowhere else. Align the rectangle on the cover so that it fits nicely in the rectangle on the cushion. Do not fold the sides of the cover around the cushion.

Use a clean rag to cover the top side of the pleated area on the cushion. You need to find small flat weighted items that fit this rectangular area well. A couple small red bricks or pieces of wood cut to fit will work. They need to be heavy enough to hold the cover firmly in place while the glue dries. Do not overweight it because it will show in the finished product as wrinkles and/or creases.

Once you have this mocked up, use masking tape to mask off the rectangular area on the cushion and the cover so that glue will be contained in this area.

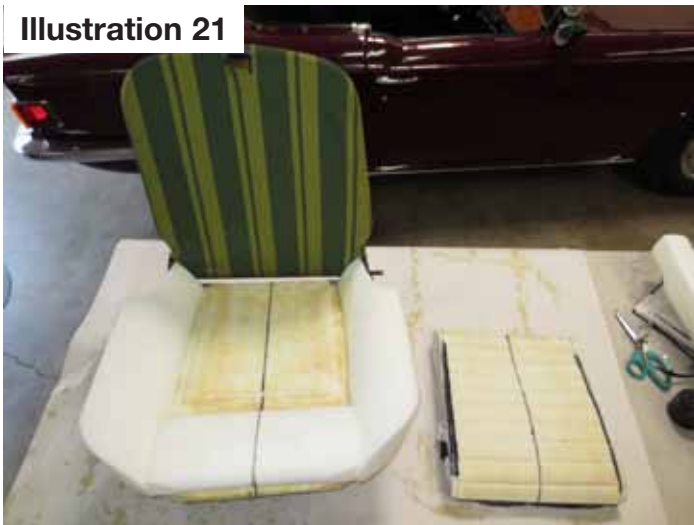
21. Once you have done the test fitting and masking in the previous step, spray the glue on both parts in the rectangular areas only. Immediately remove the masking from both cover and cushion. Let the glue tack up and use the centerlines to glue the two parts together. Place the clean rag and weight on the rectangular area and let the glue dry (see glue can for dry times).



Illustration 21



Illustration 21



22. When the glue has dried, pull the sides of the cover down around the foam and through the back. Pull the cover down around the frame in front and install one or two clips to hold it in place. The cover should be tight but not deform the seat foam too much. Work your way out from the center and around the sides attaching the cover to the frame. Use equal tension as you fasten clips around to keep the cushion looking uniform and even.

Secure the back flap to the diaphragm hooks under the seat. Neatly tuck the rest of the back and sides down. Adjust the foam into the cover in the back corners. Don't try to make the back corners perfect at this point. The seat back cover will cover some of this area.

## Installation Instructions

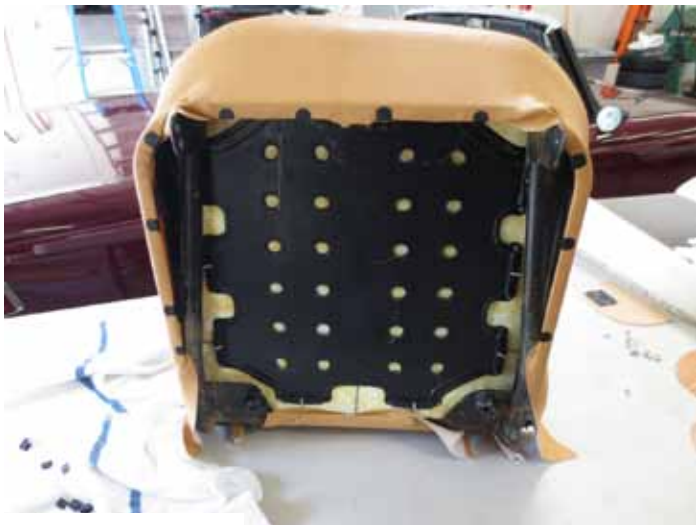


Illustration 22



Illustration 24



### Back foam installation

23. The back cushions are not the same; there is a left and right side.

To identify each, stand the cushion up with the flat bottom edge on a bench and the bolsters facing you. One of the top corners (where your shoulders would be if seated) is higher than the other. The higher corner is to be installed toward the center of the car. Once you have identified the seat back cushions, clearly mark them with a "D" for driver and a "P" for passenger.

24. Mask the seat bottom so no glue overspray can stick to it. Test fit the appropriate seat back cushion to the frame. Once you have a good feel for how it should fit, apply glue to both foam and the straps (or canvas). Allow the glue to tack up and install the cushion on center and down against the bottom cushion.

### Back cover installation

Although the back foams are different from one another, the covers are not. Either cover can be installed on either seat back.

25. In the old seat cover you will find a card on each side which hooks the sides of the seat back to the seat frame. Remove the cards from the old cover. Use pliers or a drill and bit to remove the rivets holding the hook brackets to the cards. Test fit the new cards to the seat. The notch in the card should give clearance to the recliner mechanism. Once you have determined correct placement of the cards, install the hook brackets to the new cards using the new split rivets. Make sure to install the hook brackets to the correct side of the cards so they can hook the seat frame.
26. Next you must modify the covers to accept the cards. Place the cards in the new cover pockets as they were in the old covers. Cut the cover around the hook brackets so the hook brackets are exposed. This will allow the brackets to hook around the seat frame.



Illustration 26



Illustration 27



27. Test fit a cover to the seat. In the middle of the pleated section of the cover there is a long extra flap. Feed the flap through the slit in the upper and lower back cushions and down the back of the seat. You will notice that no matter how you try, the upper part of the back will not sit flat on the cushion. This is why you must glue the upper flat back portion of the cover to the cushion.

**Note: if you used canvas on the seat back instead of seat straps, you need to cut a slit in it where the upper and lower seat back cushions meet.**

As you did with the seat bottom cover, you will need to weigh down the area to be glued. Use a clean rag and some small bricks or wood to keep the cover in contact with the cushion.

28. After test fitment is complete, flip the cover inside out. Mask the seat cover around the top pleated section (above the flap). Mask around the top flat back portion of the cushion. Only apply glue to the top flat back portion of the cushion and cover. Do not apply glue to the lower portion or side bolsters. Let the glue tack up. Flip the cover partially right side out- the bottom portion of the cover should still be up around the top half. Pull the half way folded cover down over the foam so that the top of the cover is against the top of the cushion. The side bolsters will be holding the glued areas apart. Use the centerlines to keep everything centered as you push the glued areas together. You will need to reach up in the cover and push the side bolsters outward so that the cover can sit as flat as possible in the glued area. Once the glued areas are pressed together insert the flap through the cushions and pull it down the back. Pull the rest of the cover down around the seat. Use the clean rag and weights to keep pressure on while the glue dries.

## Installation Instructions

**Illustration 28**



29. Pull the sides of the cover down and hook the side cards to the seat frame. This is hard to do and may require a second person to push down on the top of the seat foam. Also, allowing the cover to sit in the sun or in front of a heater can make the material more pliable and easier to work with. Once hooked, use a blade to cut a small slit in the cover to allow the recliner mechanism to protrude through.

**Illustration 29**



30. Insert the bottom flap through the seat and pull it through the back. Pull this flap up the back of the seat and use clips to attach it to the frame. Take

a look at the front side of the seat to determine appropriate tension on this flap.

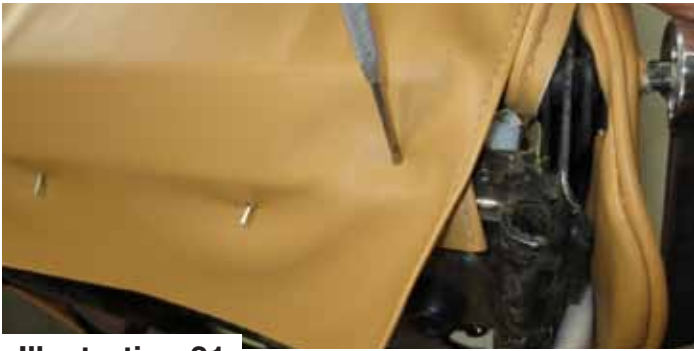
Next pull the middle flap down around the bottom of the seat. Use the diaphragm hook to secure it in place for now. Again, look at the front of the seat to determine proper tension.

Finally, pull the back flap down around the bottom of the seat. Use the diaphragm hooks to secure it.

**Illustration 30**



31. Once all three flaps are in place, install the tipping mechanism. This will require locating the threaded holes in the seat frame and poking through the vinyl to allow access to these holes. The tipping mechanism will hold the flap in place.



**Illustration 31**



### Headrest

32. The headrest has a trim panel attached to the bottom of it with two screws. Remove the screws using a Phillips screwdriver and then remove the old headrest cover.



**Illustration 32**

33. Look at the side profile of the headrest foam and compare it to the side profile of the headrest cover. Install the new cover on the headrest so the profiles match each other. Warming the cover up can make it easier to install. Also, silicone spray or a thin plastic bag over the headrest can make the cover go on easier. Once the cover is on, staple the bottom flaps to the wood on the bottom of the headrest. Install the original trim panel.



**Illustration 33**

34. Feel around the top of the seat and locate the headrest area. Refer to the other seat to help identify it. Use a sharp knife to puncture a small slit in the cover. You want to make this slit as small as possible. Once the slit is large enough, install the headrest into the seat back.



**Illustration 34**

## Installation Instructions

### Final assembly

35. Now is the time to inspect the entire seat and fix any flaws it may have. You may find that a little extra (or less) tension in some areas may fix some flaws. You may also find that you need to glue things down for a finished look.

Once you are happy with the finished product, set it aside and continue on to the carpet and panel portion of these instructions.



# CARPET AND PANELS

## Disassembly

### FLOOR CARPETS

36. Remove both front floor carpets. These should only be held in at the back by button fasteners. Remove the rear floor carpets. These are only held in place by the seat sliders. The rear carpet may also be held down by the seatbelt. If so, remove this portion of the seatbelt too.

Remove the rear shelf and hump carpet. It is probably glued down.



**Illustration 36**

### TRANSMISSION TUNNEL AND SILL CARPET

37. Remove the radio console pads on each side of the center dash bracket using a Phillips screwdriver. If applicable, disconnect the speakers.

**Illustration 37**



38. Remove the heater control face plate (just above the radio) using a Phillips screwdriver.



**Illustration 38**

39. Remove your radio. Depending on the type of radio you have, it may pull out from the front (newer modern style) or be mounted to the back of the center dash bracket. If your radio is the old style, you can leave the radio in place for now but you must remove any hardware which attaches the radio to the center dash bracket.



**Illustration 39**

40. Remove the two bolts holding the top of the center dash bracket to the dash board using a 1/2" wrench and socket. There is a nut on the back side of these bolts.

Remove the four bolts on the floor (two per side) using a 7/16" wrench or socket. Unplug any wiring as you remove the center dash bracket from the car.

## Installation Instructions

Illustration 40



41. Now that the center bracket is out of the way, remove the gearbox cover carpet, front and rear. Remove the carpet that is glued to the firewall near the gearbox cover.

Illustration 41



42. Remove the front kick panels using a Phillips screwdriver. Pull the door seal trim away from the sill and B-pillar area. Remove the sill carpets which are glued down. You may want to only remove one side so you can refer to the other during assembly.

Illustration 42



Illustration 42 cont.



43. If the gearbox or drive shaft tunnel covers are damaged, replace them now. We recommend gluing the under felt (jute) to the transmission and driveshaft tunnel, so they will need to be in good shape. See our catalog or the beginning of these instructions for recommended part numbers. The fiberglass drive shaft tunnel cover requires you to cut the hole for the hand brake mechanism, drill mounting holes and trim a bit. Use the old cover as a template.



Illustration 43



- Panels- Rear panels, wheel arches, B-pillars**  
44. Remove the convertible top from the vehicle. See the workshop manual for more detailed information.

Illustration 44





45. Remove top caps on top of the B-pillars. To remove the rear quarter panels, first remove the screws using a Phillips screwdriver and then pry the panels up at the spring clips to release them from the body. This is where a good panel removal tool comes in handy.

**Illustration 45**



46. Remove the rear panel by removing the Phillips screws, there are no clips holding this in place.

**Illustration 46**



47. Remove one wheel arch cover. You will need to reference the other during assembly. The wheel arches are glued to the body of the car. As you peel them off, mark a few points on the body of the car where the piping was laid down. This will help you to align the new wheel arch to match the previous one.



**Illustration 47**

48. As an option, you can replace the vinyl on the B-pillars. Unless you are changing interior color, this may be more trouble than it is worth because very little of the B-pillar vinyl is visible with the interior fully assembled. If you will be replacing the B-pillar vinyl, remove one side now. Leave the other side intact for reference.



**Illustration 48**

49. Use a wire brush or drill motor with wire wheel attachment to clean any loose glue and debris from the wheel arches and B-pillars (if applicable), sills, rear shelf, fire wall and any other exposed area which you peeled carpet or vinyl from. Vacuum the debris from the car. Use a grease, wax and silicone remover to clean all of the glued areas thoroughly. If you will be gluing the under felt (jute) to the gearbox tunnel, clean that area as well.

## Installation Instructions

### Assembly

#### B-PILLAR VINYL

50. If you will not be installing B-pillar vinyl, skip this step.

Cut a strip of vinyl from the provided roll. You can measure the width and length of the side that is still intact for reference. Do not attempt to shape the vinyl before it is glued to the pillar; a simple rectangle shape will do. Test fit the vinyl to the pillar to make sure there is plenty of material to work with. Glue the vinyl to the B-pillar. Once dry, use a razor blade and a light touch to trim as you see fit. Use the other still assembled B-pillar for reference. Also, poke holes through or trim the vinyl where the quarter panel fasteners secure to the body.



Illustration 50



#### WHEEL ARCHES

51. The wheel arches are the most difficult part of this installation. Make sure you have plenty of time here; haste makes waste.

Start by turning the wheel arches inside out exposing the seam along the underside of the piping. You need a quality pair of sharp scissors for this next part. Carefully cut the excess material from this seam making sure not to get too close to the stitching. If the stitching is cut the wheel arch is ruined and another must be obtained. If you choose not to trim this material, the vinyl will bunch up and the piping will appear uneven. The goal is to end up with a seam about as tall as the foam wheel arch backing.



Illustration 51



52. Test fit and glue the foam backing to the wheel arch vinyl. The main goal is to have the foam closely follow the seam which you trimmed in the previous step. Gaps in between the seam and foam will show through as unevenness in the vinyl. Trim the foam as necessary to achieve this fitment.



Illustration 52



53. Once the foam has been glued to the arch vinyl, test fit the assembly to the car. Look at the still intact wheel arch for reference. Begin trimming the outside of the wheel arch and making relief cuts until it can be installed properly. Take note of the seam marks you made when removing the old arch. Try to align the new seam to the old. Also notice the tab sticking out of the body of the car toward the top of the wheel arch. Note which side of the tab the seam should be on and how far the seam is from it.

Do not try and trim the outside edges to align perfectly against the carpet or other trim panels. It is much better to have excess material that runs under the adjacent panels and carpet.

Relief cuts are your friend. A relief will allow a flat piece of material to turn a corner or follow a curve. Cut small slits or triangles around the outside edges where a panel makes a turn. This will keep the vinyl from bunching up or stretching too far. If done correctly, the cuts will not be visible after the adjacent panels and carpet are in place.



**Illustration 53**



54. After you are very confident in the fitment of the wheel arch, glue it in place. Start from either the top or the bottom and work your way across to the opposite end aligning the seam as you go. The piping is the most important part of this because if it is not aligned properly, it will stick out like a sore thumb.

Once the top of the arches are in place, work your way down the sides onto the rear shelf. You may need to tug and stretch a little to avoid wrinkles. You should watch the arch as it dries to make sure everything stays in place.



**Illustration 54**

55. Now that the wheel arch is glued in place, find the seat belt bolt hole and puncture the vinyl to mark the hole. Use the intact wheel arch for reference.
56. Follow the steps above to disassemble and reassemble the other B-pillar and wheel arch.



**Illustration 56**

## Installation Instructions

### QUARTER AND REAR PANELS

57. The holes or dimples for screws in the new panel backings may not line up with the holes in the body of your car. Use the old panels to transfer hole alignment marks to the new panels. Lay the new panel face down on something clean and flat. Lay the old panel against the back of the new panel and use a pen to transfer the hole locations to the back of the new panel.

Before you punch holes in the new panel, make sure it will not be too close or run through the stitching on the front side of the panel. If it looks close, you should choose a different location to make a hole. This means you may need to drill new holes in the body of your car. Also take note of the spacing of the other fasteners; you may need to move several or all the holes to keep consistent spacing.

Do not use a drill to make holes in the panels. The drill bit will most likely grab the vinyl and ruin it very quickly. Instead, use an awl or small diameter center punch to pierce the vinyl and backing.

58. After the holes have been made, install the quarter panels and rear panel. Install the door seal. Install the B-pillar cap.



Illustration 58



### Carpet - Jute

59. Glue the gearbox cover (front and rear) pieces and drive shaft tunnel jute down. The jute is oversized in most cases so it will need to be trimmed. Make sure to do plenty of test fitting. Trim the jute around the button snap fasteners and tunnel fastener hardware. This will make placing the snaps on the carpet easy. It also makes removing the gearbox tunnel for repairs an easy task. Mask any areas you wish to keep free of glue.



Illustration 59



**Illustration 59 cont.**



60. Glue the rear shelf jute in place. Note: the wheel arches and rear panel should be in place so mask them off to prevent overspray.

**Illustration 60**



61. Match up the floor carpet jute with the floor carpet. Glue each jute to its carpet.



**Illustration 61**



## GLUING CARPET

62. The rear shelf, sills and the front firewall carpet is glued to the chassis. The rest of the carpet is held in by snaps or other hardware such as the seats.

Test fit and glue down the sill carpet. The vinyl edge should be glued to the pinch seam where the door seal is normally attached to the car. This vinyl helps to keep the carpet in place.



**Illustration 62**

## Installation Instructions

Illustration 62 cont.



63. Install the triangular trim pieces at the bottom of the B-pillar. These can be difficult. Before attempting to glue them in place, fold them along the crease to form them. If they don't want to stay in place with no glue on them, chances are they won't stay put once the glue is applied.

Once you have formed them and feel comfortable with the fitment, mask off the carpet around them. It is very difficult to remove upholstery glue from carpet.

Once the glue is applied, you can use the door seal to hold that edge for the panel in place. Prop something against or hold the inner side of the panel to the body of the car until it dries.



Illustration 63

64. Install the kick panels. Use the old panels as templates for hole placement.



Illustration 64

65. Test fit, trim and glue the firewall section of carpet to the front of the gearbox tunnel.



Illustration 65

66. Test fit, trim and glue rear shelf carpet down. Be sure to mask for overspray. Glue the center hump down first and align the back finished edge up against the rear shelf panel. Trim the jute if necessary around the front edge of the hump carpet so they do not overlap.

When trimming the unfinished forward edge of the large shelf carpet around the drive shaft cover and on the floor, be sure to leave a little extra so that it can tuck under the drive shaft cover and floor carpets for a clean look.

**Illustration 66**



**Illustration 68**

## INSTALLING SNAPS

67. Test fit the gearbox cover carpet. If your gearbox cover does not already have snap fasteners installed, install them now. A good place for them is where the jute has holes cut out.

Once snap fasteners are installed in the cover, mark the location on the carpet and install the female side of the snaps to the carpet.

Now that all the snaps are in place, install the carpet to onto the tunnel and snap them together.

The carpet should run down onto the floor boards a bit so that the floor carpets will cover the unfinished edge.



**Illustration 67**



69. Reinstall the center dash bracket, radio and shift boot.

Poke holes through carpet and jute for seat slider hardware and then mount it. Install the seats.

68. Repeat the previous step for the center tunnel carpet and the driveshaft cover carpet. Install the new handbrake boot when installing the driveshaft cover carpet.



**Illustration 69**

## Installation Instructions

70. Next, test fit the floorboard carpet. You will need to trim the jute away where the snaps go. Once the jute is trimmed, install the female side of the snaps to the carpet. Snap the carpet to the floor.

Depending on the type of seatbelt you have, you may consider cutting a small hole in the rear carpet section to allow the seatbelt hardware to pass through.

**Illustration 70**



71. Install the radio console pads.



**Illustration 71**

### Disassembly – Door panels

72. Remove the window cranks, door pulls if equipped and door handles. The cranks and door handles are held to their shafts using a roll pin. Push the door panel back so you can see behind the handle or crank. Use a small diameter drift punch and hammer to remove the roll pins. Once the roll pins are out the handle or crank can be pulled free of the shaft.

Take note of how the handle and crank are positioned and if the window is up or down.



**Illustration 72**



73. Remove any remaining screws or items securing the panel to the door. Use a panel removal tool to pop the clips from the door and work the panel free.



**Illustration 73**

74. Optional – You may choose to replace the vinyl strip along the top of the door. If so, First remove the window felt. Next remove the old vinyl strip and clean the surface thoroughly. Any imperfections will show through the vinyl. Only remove one side so you can refer to the other during installation.



## Assembly – Door panels

75. Optional- If replacing the vinyl on the top of the door, cut a suitable size strip from the supplied roll. Mask the door off and glue the strip to the door. Use a razor blade and gently trim for final fit.

Once the vinyl is in place, reinstall the window felt.

76. Lay the new door panel face down on something clean. Lay the old panel on the back of the new panel and transfer hole locations for the pocket screws and door pull screw holes. Once again, do not use a drill to make the holes in the new panel. Use an awl or small center punch.

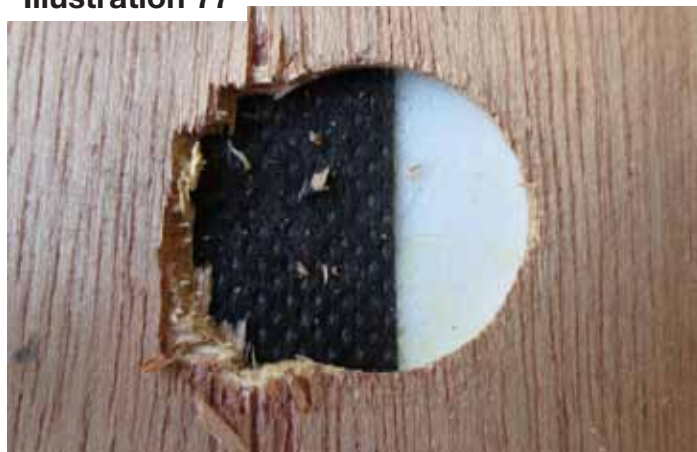
77. On the old door panel you will notice the clips are not all pointed the same direction. They are all "clocked" a little differently.

You can either remove and reuse the old door panel clips or use the new ones provided. Install clips on the new panel and test fit the panel to the door. You will need to find the correct "clocking" of each clip to make the panel fit the door. You may also find that some clips, no matter how you clock them, do not line up with any holes in the door. Simply do not use these if they are close to another fastener (such as a door pull or pocket screw). Or, you may need to open up the hole on the door panel backing in order to move the clip closer to the hole on the door.

Once the clips are properly positioned, a brisk push with the palm of your hand should be enough to drive the clip home.



Illustration 77



78. Now that the door panel is hung on the door, the window crank and door handle rod positions should be apparent. Use a sharp razor blade to cut a small X through the vinyl on the end of each shaft. This will allow the shaft to be pushed through the vinyl.

79. Install the door handle and window crank oriented the same as when you removed them. If your handle and crank still had the plastic washer (about the same size as the base of the handle and crank) make sure to reinstall it. It is more difficult but this washer saves the door panel from being damaged by the handle and crank. Hold the washer back and use small needle nose pliers to get the pin started.

Reinstall the pocket screws and any door pulls.



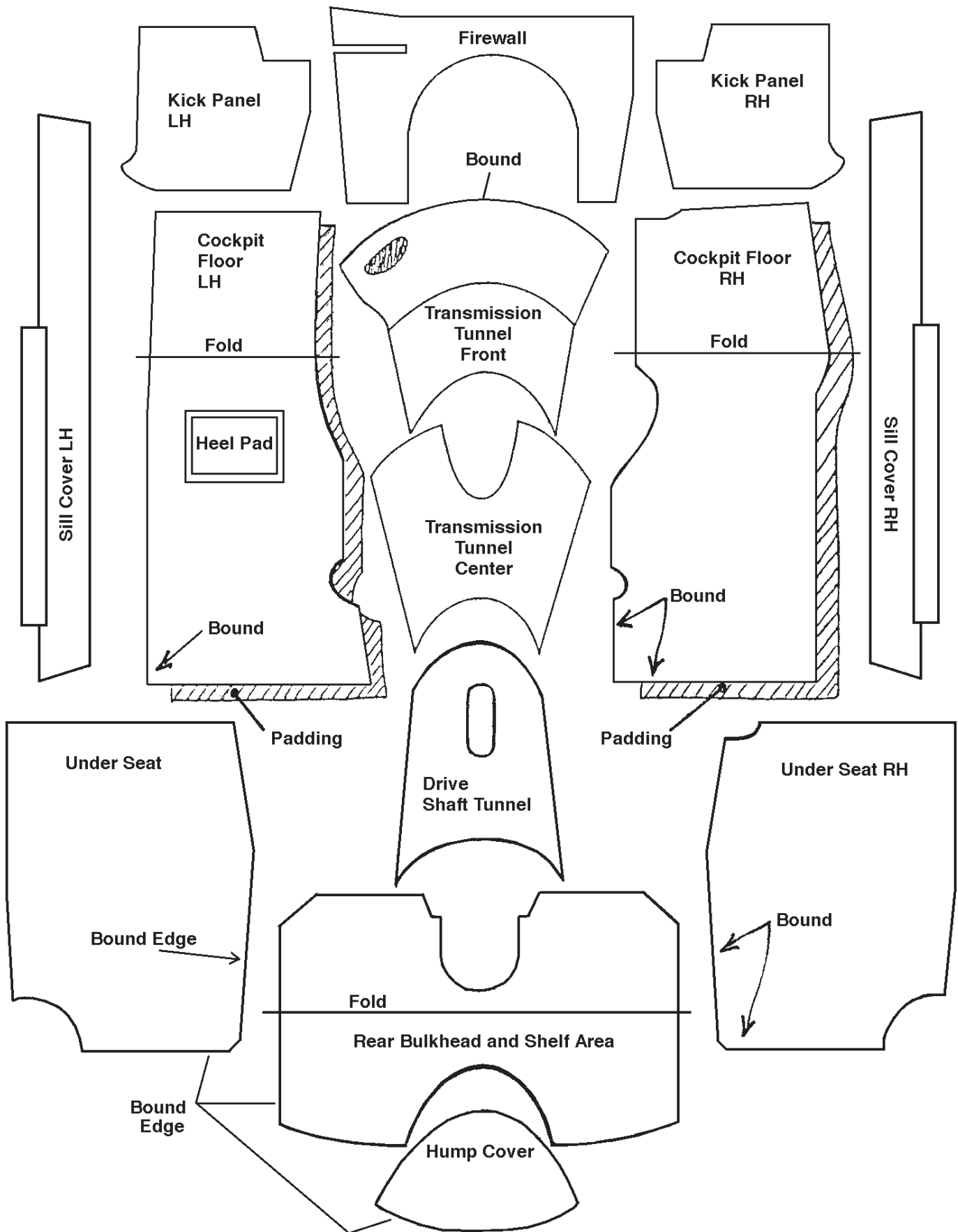
Illustration 79

80. Install your seat sliders and seats. This concludes the interior kit instructions. Enjoy your new interior and see Moss Motors for all your classic British car needs.



Illustration 80

# Carpet Diagram



**SEAT KIT, DELUXE, VINYL**

Seat Bottom Covers . . . . .	2
Seat Back Covers . . . . .	2
Headrest Covers . . . . .	2
Seat Pocket Cards . . . . .	4
Split Rivets . . . . .	12

**SEAT FOAM SET**

Seat Bottom Foams . . . . .	2
Seat Back Foams . . . . .	2

**SEAT DIAPHRAGM W/ HOOKS. . . . . 2**

**PANEL KIT, DELUXE, HONEY TAN**

Rear Cockpit Panel . . . . .	1
Door Panels, Left & Right . . . . .	2
Quarter Panels, Left & Right . . . . .	2
Wheel Arch Covers, Left & Right . . . . .	2
Panel Screw Set . . . . .	1
Panel Clips . . . . .	30
B-pillar Material . . . . .	1
Door Top Material . . . . .	1

**PANEL, RADIO SURROUND, L/H . . . . . 1**

**PANEL,RADIO SURROUND,R/H . . . . . 1**

**CARPET SET, SYNTHETIC, COMPLETE**

Kick Panel, Left Side . . . . .	1
Kick Panel, Right Side . . . . .	1
Firewall . . . . .	1
Sill Cover, Left Side . . . . .	1
Sill Cover, Right Side . . . . .	1
Front Floor, Left Side . . . . .	1
Front Floor, Right Side . . . . .	1
Gearbox Tunnel, Front . . . . .	1
Gearbox Tunnel, Rear . . . . .	1
Drive Shaft Tunnel . . . . .	1
Under Seat, Left Side . . . . .	1
Under Seat, Right Side . . . . .	1
Rear Bulkhead & Shelf . . . . .	1
Hump Cover . . . . .	1
Hardware Kit . . . . .	1
Handbrake Boot . . . . .	1

**CARPET UNDERFELT SET . . . . . 1**

Front Floor, Left Side . . . . .	1
Front Floor, Right Side . . . . .	1
Gearbox Tunnel, Front . . . . .	1
Gearbox Tunnel, Rear . . . . .	1
Drive Shaft Tunnel . . . . .	1
Under Seat, Left Side . . . . .	1
Under Seat, Right Side . . . . .	1
Rear Shelf . . . . .	1

*Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes and photos) are welcome. These instructions were developed and written by Moss Technical Support. If you have any questions or difficulties with your installation of this product, telephone 800-667-7872 between 7:00 a.m. and 4:00 p.m., Pacific Time for assistance.*

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