



ARMGO MGA Knee Panel Installation Instructions

for all years MGA Roadster, Coupe, or Twin Cam

Note: Installation of this panel is best done with the body on the chassis and the front fender off the car.

1. The easiest way to remove the remnants of the old knee panel is to drill the spotwelds from the back side (i.e. the outside of the car). The spotwelds can be located by looking or feeling for a slight depression in the panel. Using a 5/16" drill bit or specialized spotweld removal bit, each spot weld should be drilled. After all spotwelds are drilled, the old knee panel can be removed. It is sometimes necessary to pry it away with a putty knife or screwdriver.

1a. An alternative way to remove the knee panel is to grind the attaching lip away with a body grinder. This method produces a lot more sparks and is slower than the drilling method.

2. Once the old knee panel is removed, the new knee panel should be test-fitted. It should closely follow the diagonal support in the chassis, sitting about 1/4 inch from it to allow room for the rubber seal. The new panel will sometimes need a little trimming or hand-manipulation to fit properly as factory tolerances were very poor for MGAs. (Note: The two holes in the knee panel were used by the factory for alignment in their jigs and do not correspond to anything on the MGA).

3. Once fitted, the knee panel should be clamped in place. If appropriate clamps are not available, small sheet metal screws or pop rivets can be used to temporarily hold it before welding.

4. While the factory spot-welded this panel to the car, it is usually best to rosette weld (also called plug weld) it in place using a MIG welder. This is done by welding the previously drilled holes shut with the new panel clamped or screwed in place. The welds can then be ground smooth and will look similar to spot welds.

Note: Welding will be much more successful if the area is thoroughly cleaned and the panel is clamped or screwed very tightly to the body.

