

CONVERTING TO DETACHABLE INNER BUMPER AND FENDERS.

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While restoring an Austin 1800 MkII I realized it was very difficult to work below or rather “inside” the fenders. This happens especially when one wants to remove the front suspension for repairs, de-rust the fenders and other gaps between them and the body. I also reckon it would be more difficult to work on dents around the fenders if they cannot be detached.

Being able to detach the fenders means any restoration work would be done more thoroughly, making for a car with a chance of lasting longer. I hope this does not represent what some collectors consider “gross alterations that change originality and integrity of what we would like a Landcrab to remain. One may undertake to carry out this and any other conversion only if they are comfortable with it. Look first at this “before and after” rendering:



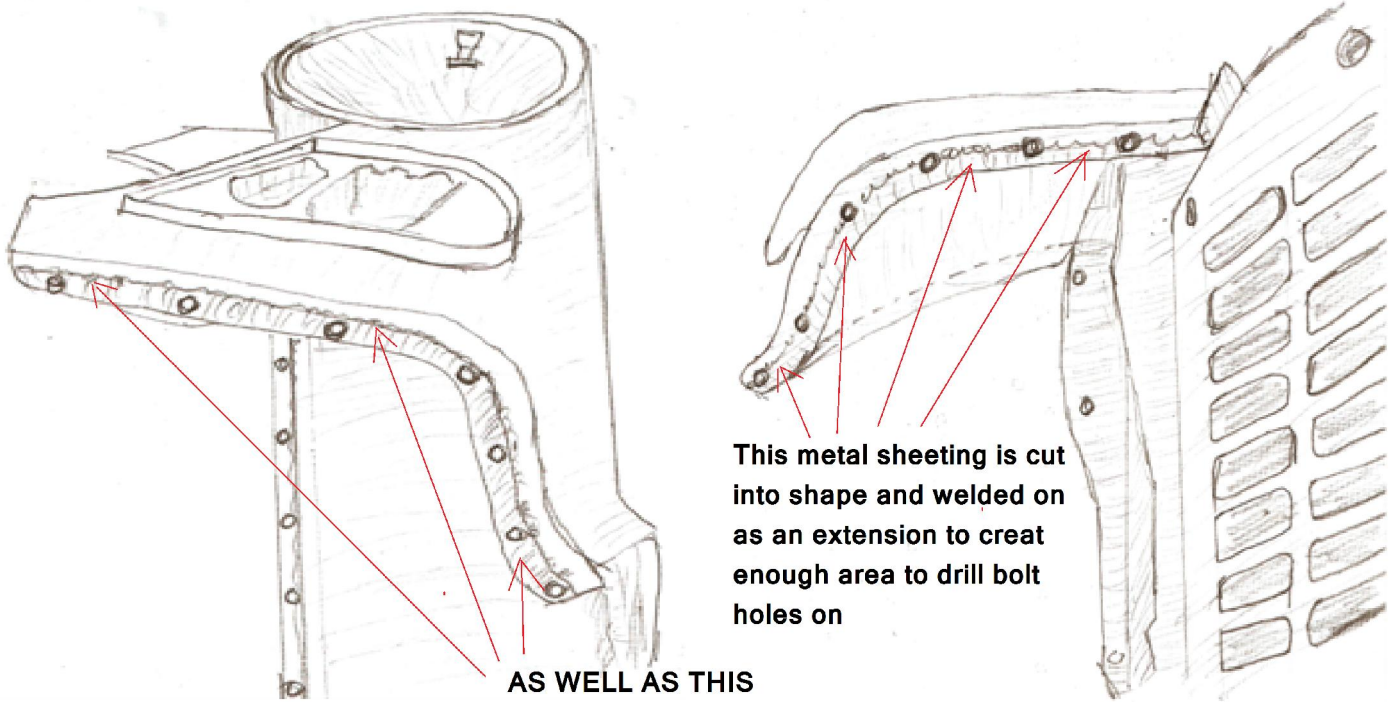
Rust in the circled area could someday open up to you right inside the cabin, especially in the circled area of the “after Photograph”! All washing and rain water from the windscreen area washes down this area through duct which could be most likely blocked by “cavity build up” and particles of all sorts.

The photographs below show the points and areas to tamper with and some have some explanatory notes. The only thing not depicted in the photographs is the process of breaking the permanent welding that renders the pieces not detachable.

I used a hardened chisel and a hammer to break the very hard spot welding. Just be very careful not to cut away from the welding and onto the panels. Remember to drill your pilot holes for bolting before dealing with the welding. **All my holes are for size ten bolts and nuts. If I am correct they call them M8 size.**

Welcome to take a look.

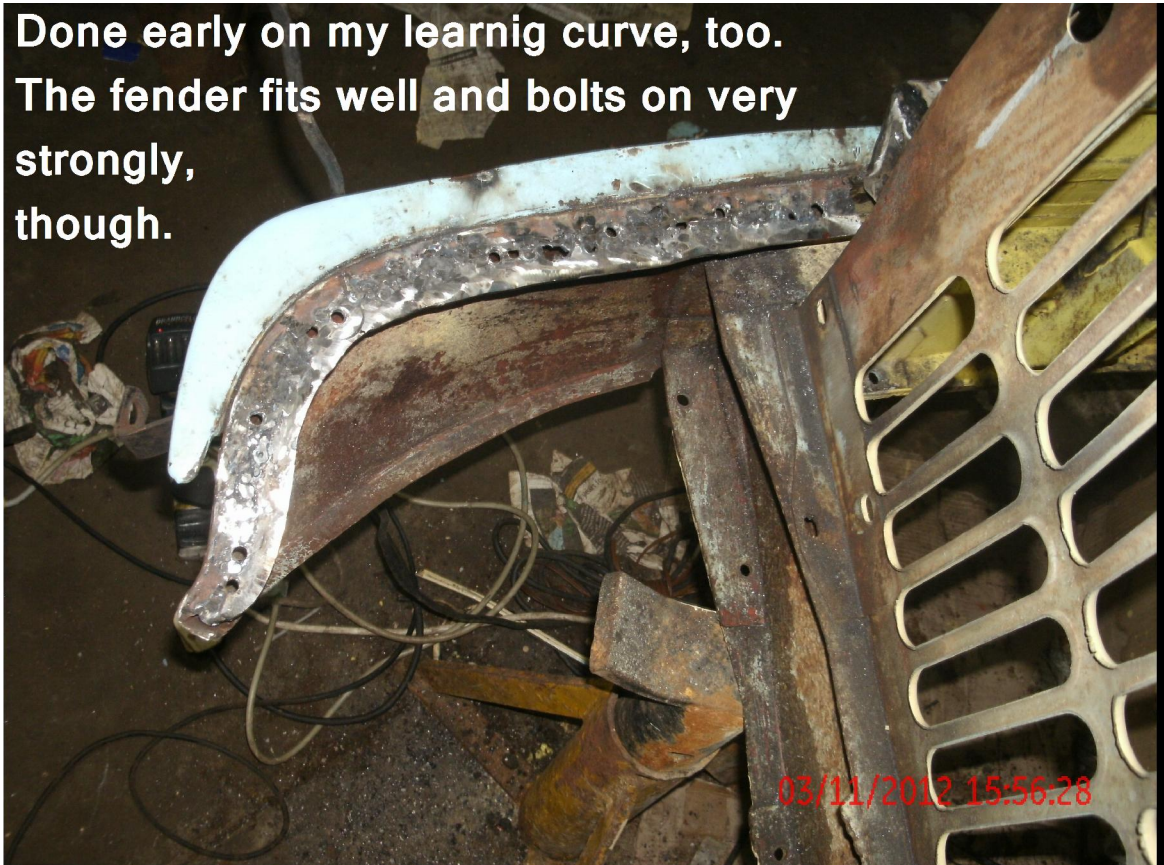
I thought I could explain this process using sketches until I realized how poor I am at drawing.



Not good at welding, either...



**Done early on my learning curve, too.
The fender fits well and bolts on very
strongly,
though.**



Showing a piece of flat steel cut to fit between the fender edge and the outer fire wall edge and, a one millimeter slit to separate the fender from the body. The slit is cut some 3mm from the folded edge of the fender, leaving some 17mm to the outer fire wall side. Before separation, the piece of steel sheet is spot welded to the fender and pilot holes for fastening bolts drilled before separation of the fender from the firewall.

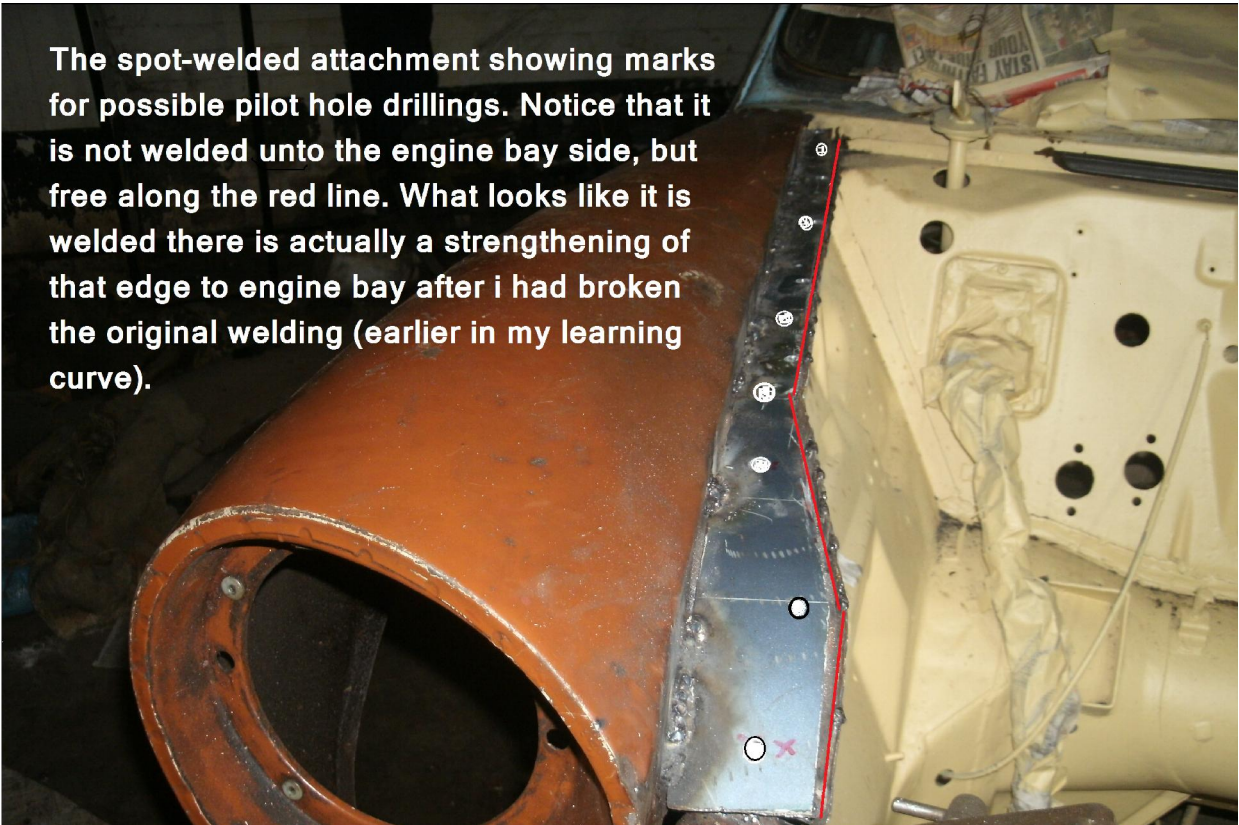
This is done for all the other extensions to the fender edges to ensure the fender finally fits exactly as it was welded to the body, frame and firewall.

All proper welding can be completed after detachment. Bottom extensions to the fender will demand more skill to align pilot holes to the bumper extension.

Observation before commencement will help a lot in planning a step by step execution.



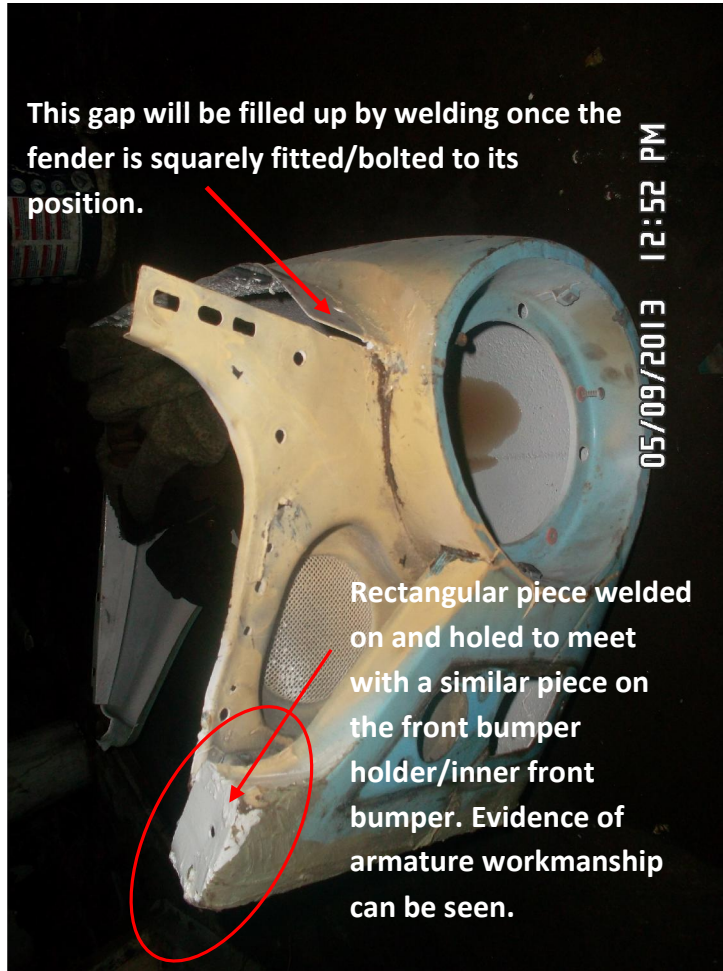
The spot-welded attachment showing marks for possible pilot hole drillings. Notice that it is not welded unto the engine bay side, but free along the red line. What looks like it is welded there is actually a strengthening of that edge to engine bay after i had broken the original welding (earlier in my learning curve).



Later I detached the inner bumper as well...



This gap will be filled up by welding once the fender is squarely fitted/bolted to its position.



Rectangular piece welded on and holed to meet with a similar piece on the front bumper holder/inner front bumper. Evidence of armature workmanship can be seen.

Use own discretion as to where to drill the holes!



See how accessible the front end is without the fenders.....

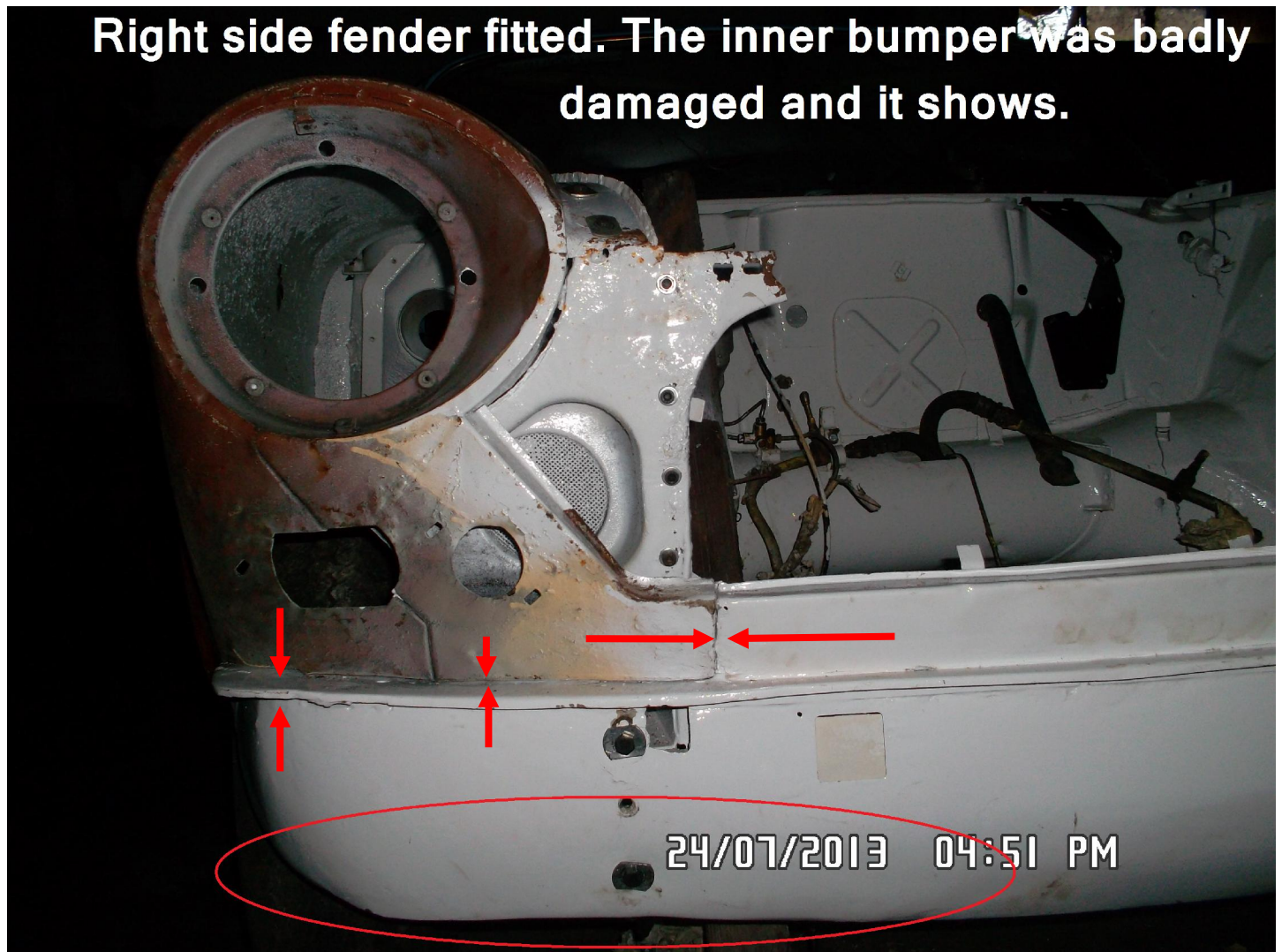


Inner mud guard and the normally concealed areas repaired (de-rusted and resprayed).



Fender fits tightly and in position...

This right hand fender is a replacement. Evidently the car had a smash on this front end, denting the fender and the inner bumper. Repairs undertaken were poor resulting in rusting of the panels. It is difficult to repair these panels in their permanently welded state! The task of making them detachable may mean we can have more Landcrabs on the road, at any time.



Now I can remove the fenders and do a thorough job on them. I will also rectify the inner bumper.

This took ME many days to compile – because I am too slow. Hope it is worthy something to one of our Landcrabs! Mine doesn't have an engine yet... Anyone doing this after reading the article WILL do a better job than I have done myself.

Thanks for taking a look, anyway.