

TRIVIA - from the factory

MGAs sold in Germany were fitted with hex type wheel nuts - wire wheel cars.

A rubber "safety pad" was fitted around the rear view mirror - France only.

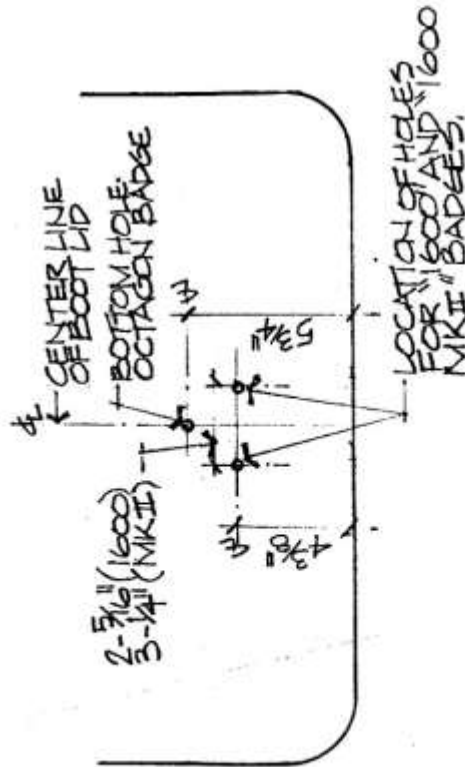
For cold climates a radiator blind was available.

A sound deadener (foam rubber) pad for the underside of the heater box shelf was available - Coupe' only.

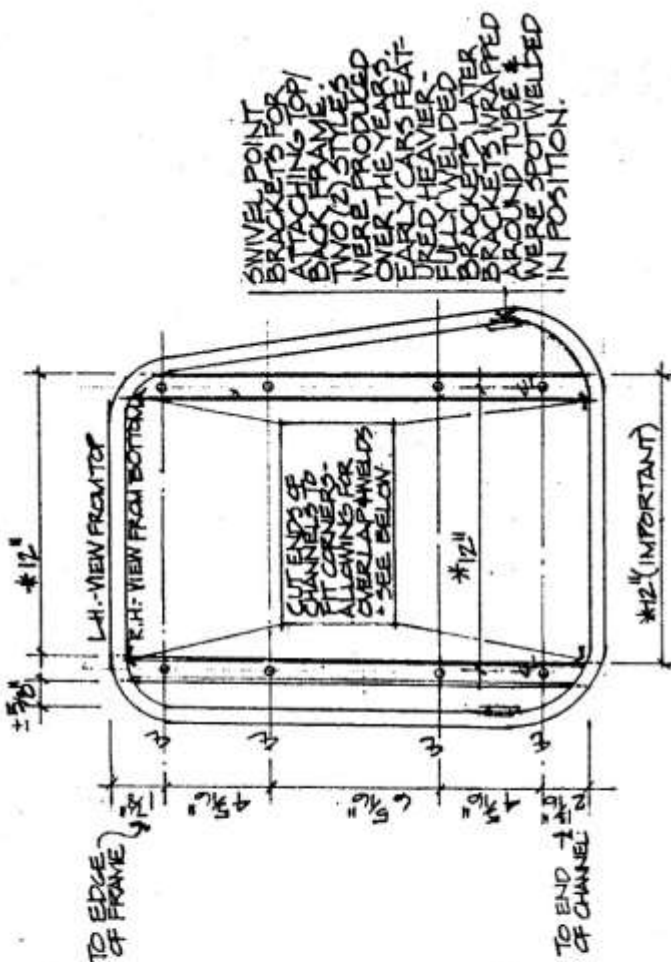
The first 19,000 MGAs lacked rear fender forward splash plates.

SEAT FRAMES - There is a right half and left half seat frame. Bottom frames incorporate a diagonal shape on the drive tunnel side to allow for clearance required when the seats are adjusted. Back/top frames for roadsters angle up and are higher towards the center of the car. RH and LH coupe' back/top frames are the same. Bottom frames can be altered to be LH or RH by moving the "U" channels and pivot brackets to the opposite side of the tubular frame....rewelding the existing frames may prove less costly than locating other units.

CSR



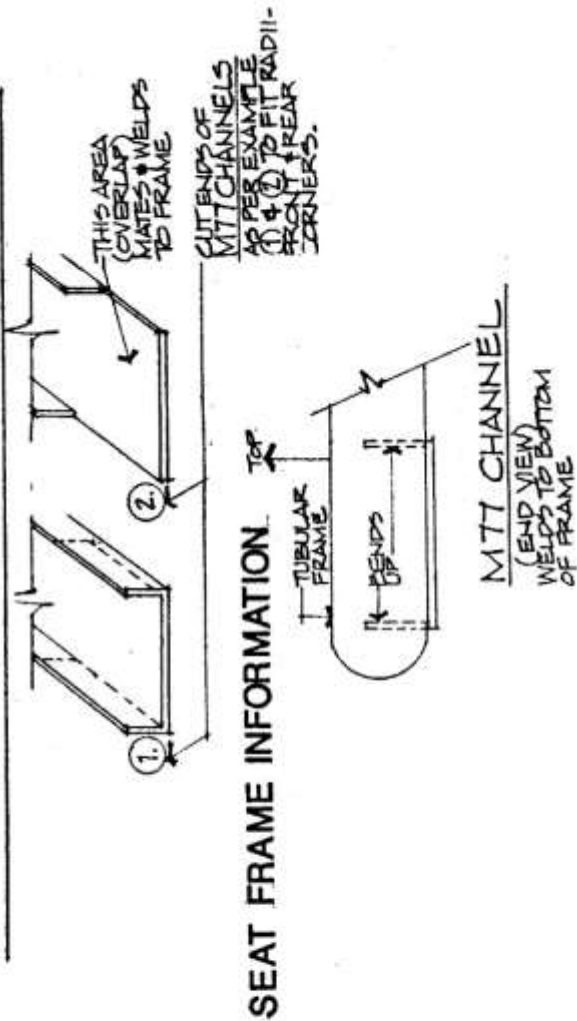
BADGE LOCATIONS - BOOT LID 1600/MkII Models



SNIVEL POINT BRACKETS FOR ATTACHING TO BACK FRAME. TWO (2) STYLES WERE PRODUCED OVER THE YEARS. EARLY CARS HEAVILY FULLY WELDED BRACKETS LATER BRACKETS WRAPPED AROUND TUBE & WERE SPOT WELDED IN POSITION.

MGA SEAT FRAME
(REFER ASSEMBLY GUIDE) DIAGRAM SHOWS CORRECT POSITIONINGS OF MTT CHANNELS

* THIS DIMENSION MAY VARY AND IS DIRECTLY RELATED TO THE POSITION OF THE FLOORBOARD, NUTS & SEAT WOOD STOPS.



SEAT FRAME INFORMATION TOP

MTT CHANNEL
(END VIEW)
WELDS TO BOTTOM OF FRAME