TR6 Rear Inner Fender Splashguards

Ottawa Valley Triumph Club (OVTC)

28 November 1017

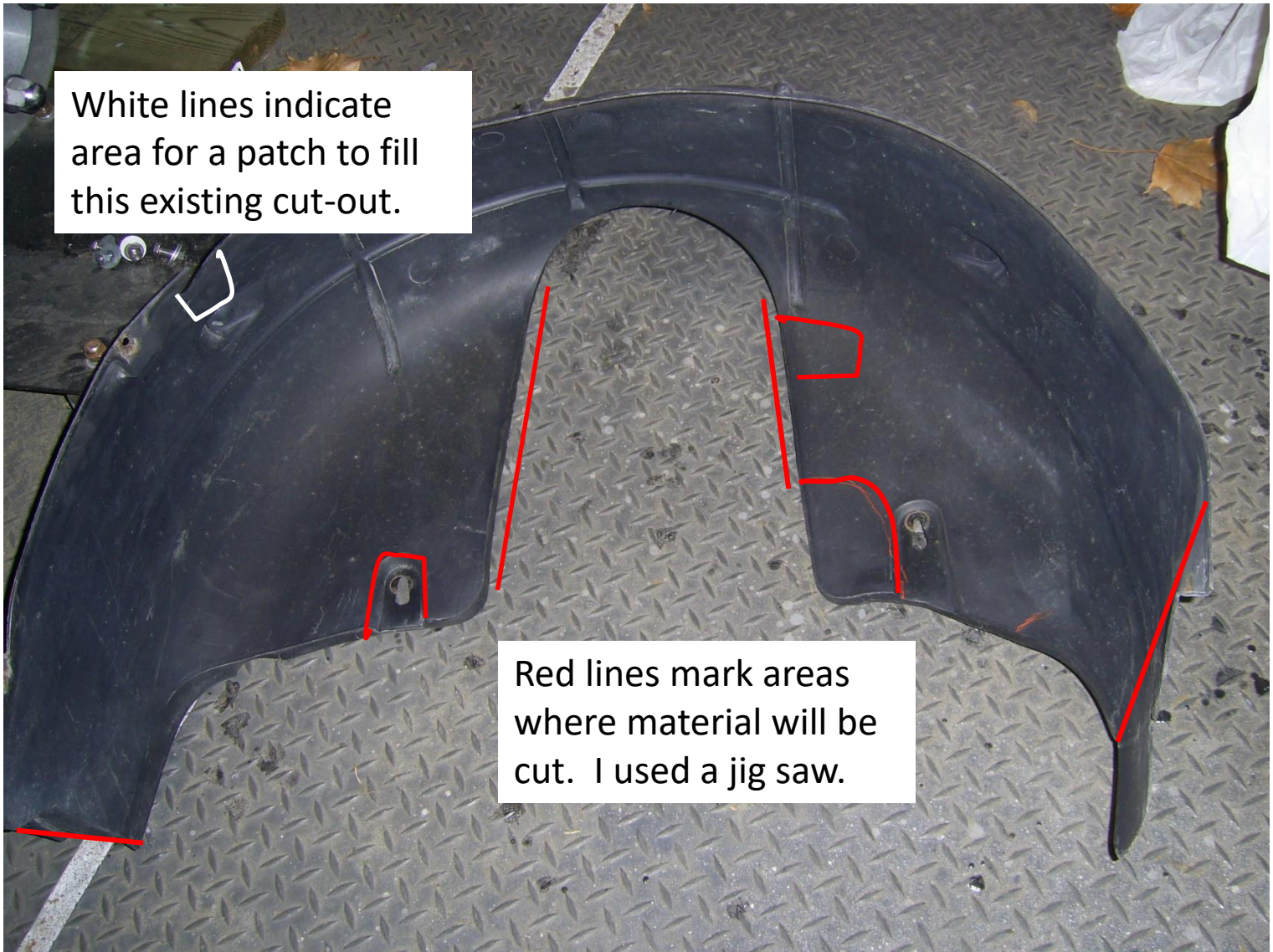
The Problem

- Lack of a rear inner splashguard is a known problem, usually resulting in rust-out of the upper wing corner or the tail light box.
- Revington TR sells custom fibreglass inserts, (called an “Underwing Shield Kit”) but at £250 ($430 Cdn) for a set of four, are not cheap.
- Alternative is to find a set of Canadian vehicle inner splashguards that can be modified to fit.

Options

- I found two Canadian vehicles with inner splash guards that seem to work:
  - Chev Impala eighth gen (2000-2005)
  - Buick Century sixth gen (1997-2005)
- I got a set of used Impala fender splashguards for $40 from a local auto wrecker.

The Splashguard



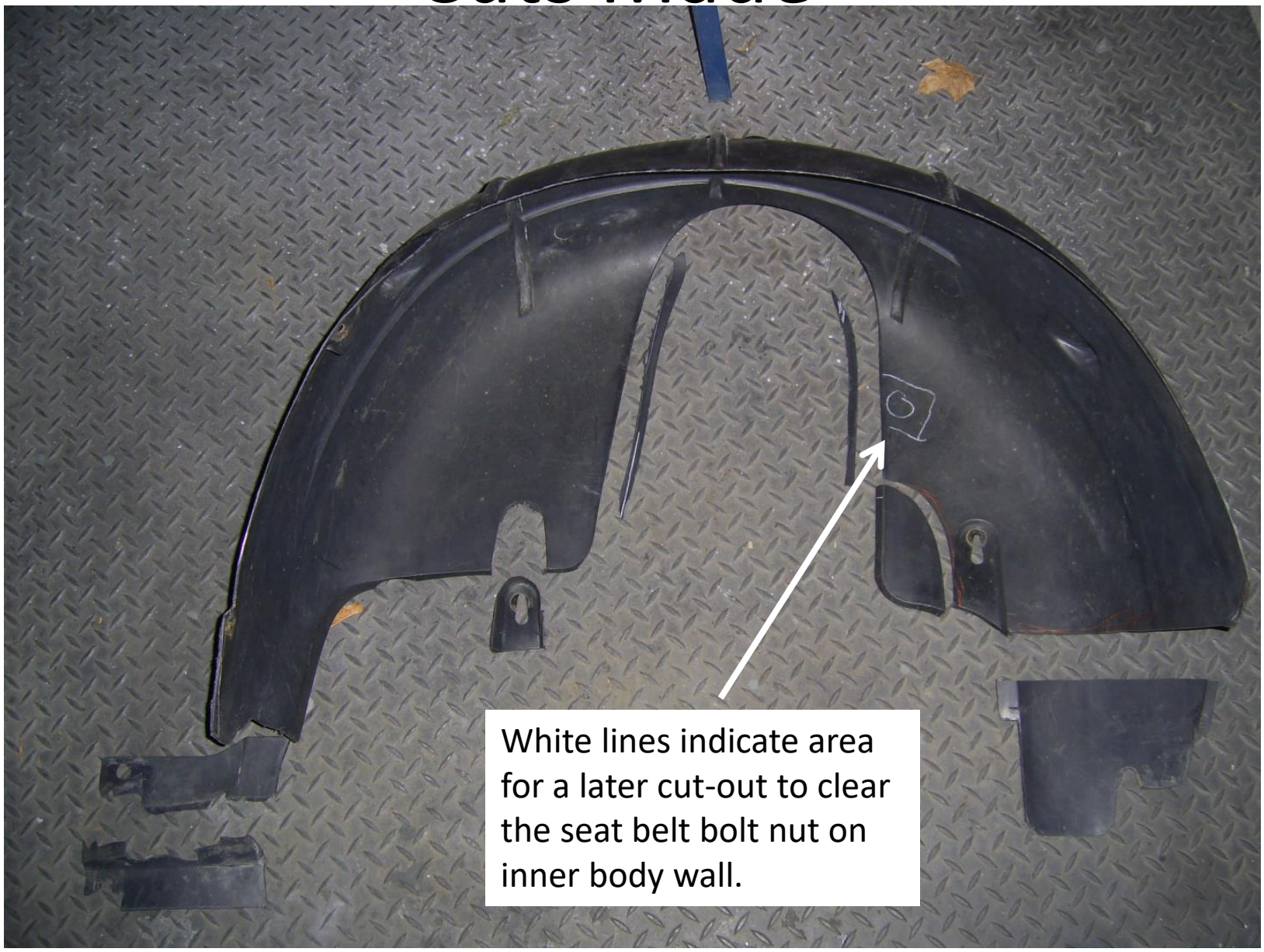
Cuts Required

- In order to have the inner shield fit flat against the car inner body wall, I cut:
  - Off the ¼ to ½ inch lip on both the inner sides.
  - Off the 90 degree piece pointing to the rear of the splashguard.
  - Off the excess at the bottom of the front arch.
  - Out the existing front facing mounting indent and re-welded a flat piece in that space. The rear indent looks okay as is.

Cuts Required (alternative option)

- If you are okay not fitting the splashguard flat to the car inner body, you do not need to make the following cuts:
  - The ¼ to ½ inch lip on both the inner sides.
  - The existing front facing mounting indent.
  - The area where the seatbelt bolt nut fits.
- In this case, your mounting system will have to account for the 1/4 to 1/2 inch the splash guard will stand away from the inner car body.

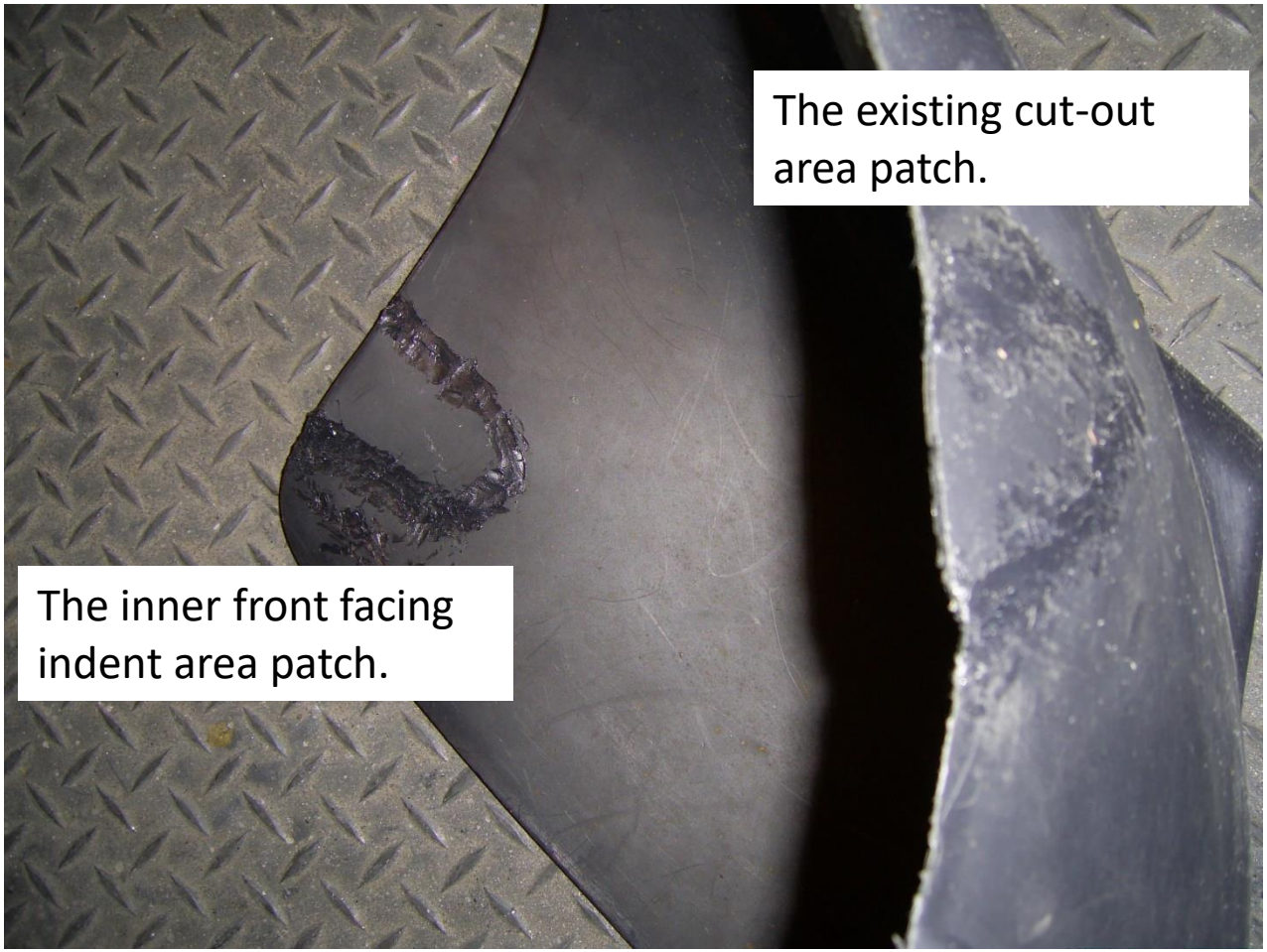
Cuts Made


White lines indicate area for a later cut-out to clear the seat belt bolt nut on inner body wall.

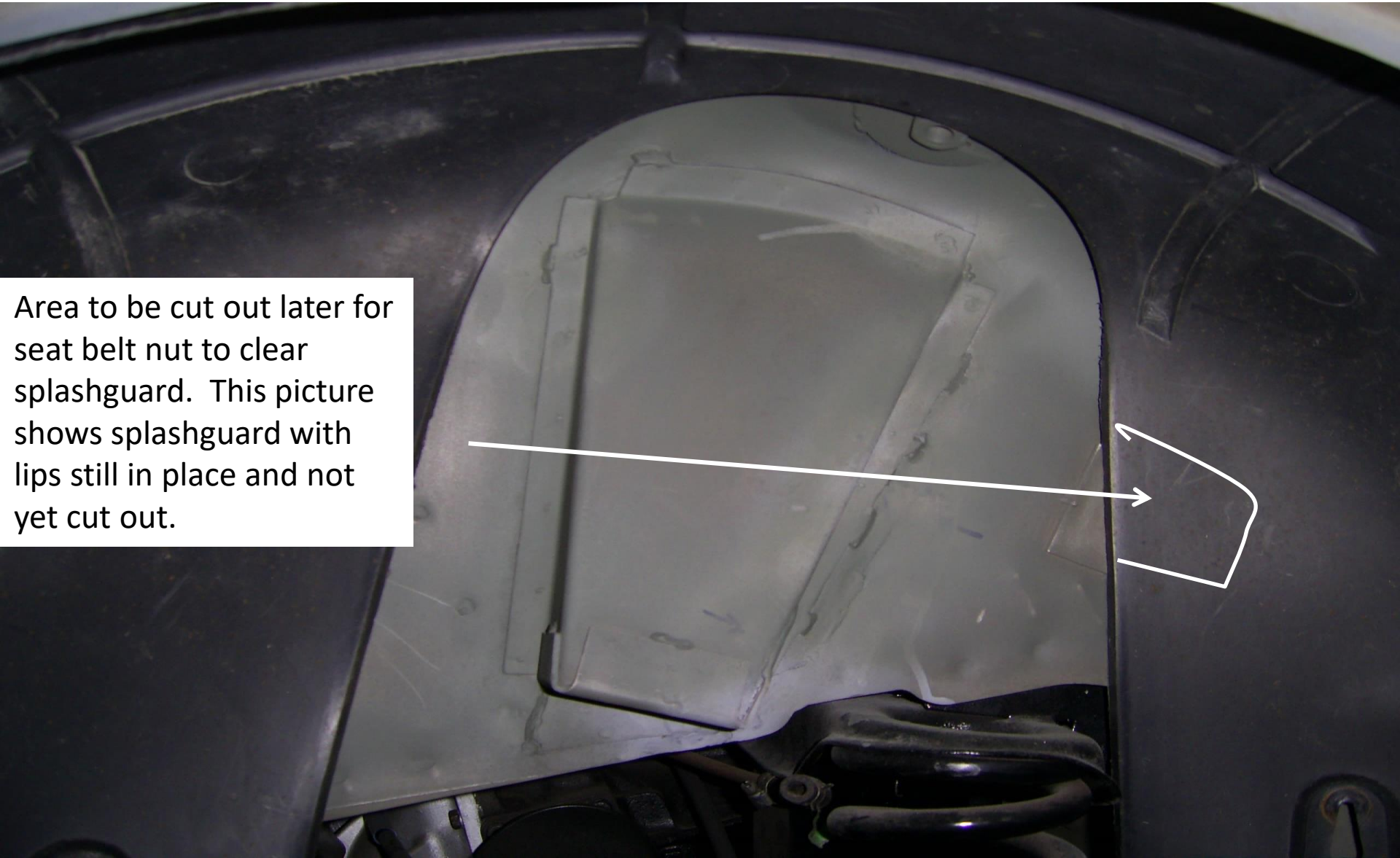
“Welding”

- This plastic is both soft and ‘greasy”, so glue does not work well.
- A pencil soldering iron does a good job of melting and re-welding pieces into place. I chamfered the edges at 45 degrees to overlap the cuts.
- Two areas needed repair, so I made patches from the excess pieces cut from the bottom of the arch
  - The front facing indent
  - An existing cut-out at the top of the arch

“Welded Areas”



The IRS Bumper Stop Fit



The End Product

Conclusion

- A relatively cheap modification to fix a know problem.
- The fit is pretty good, particularly around the IRS bumper stop, but not as perfect as custom inserts - this is a 95% solution.
- Final mounting will require 4-6 rivets, screws or clips to attach insert to inner body wall.
- Home Depot (plumbing) carries a 3/8” diameter soft clear vinyl hose which I split lengthwise, and then put around the edge of the outer fender side of the insert to prevent rubbing and squeaks against the outer wing/fender lip.