

Replacing the inner waist seal on a Tourer using the LWB inner waist seal.....By Michael Hewitt

Many Tourers are suffering from corrosion within the offside rear door inner waist seal



The inner waist seal part number ELT100260 is no longer available. However the inner waist seal for the LWB Limousine is available, part number ELT000060, and can be trimmed to fit the Tourer.

Tools required: hacksaw, tee-square, black sealant, rust treatment/inhibitor and mitre box.

To start you will need to remove the door card and ease the lower parts of the inner plastic door trim away from the window frame:



The true extent of the corrosion in the seal will then be fully visible:



The corrosion extends to the groove cut into the seal for the rear quarter light,



This corrosion is not usually visible when the seal is in place.

The replacement LWB waist seal is longer than the Tourer seal so the LWB seal will need to be trimmed to size at the leading edge. The cut out for the quarter light obviously dictates this but it does mean that the trailing edge of the replacement seal is a little bit short.

To start trimming the replacement trim you will need to measure the cut-off point on the leading edge from the cut out for the quarter light:

The photograph below illustrates the difference in the length of the original and replacement seals.



I used a mitre block to cut the leading edge of the seal to the same length of the original



Once this is done you will have to trim the leading edge of the seal to the same profile as the original



The mitre block also comes in handy for trimming the seal.



I used the set square to mark the trim lines and then again used the mitre block to acquire a true cutting angle. This resulted in this:



The rubber trim was then cut to match the profile of the original seal as shown below



The finished leading edge. The following photographs will show what you might have to do with regards to the seal fittings and the metal of the door on which it is fitted.



Corrosion has affected the metal of the door where the rear most fixing clip was seated; this was removed and treated with a rust inhibitor. Although the door cards are non-metallic some rust had become encrusted where it met the corroded door metal and clip.



This was removed and a rust inhibitor was brushed onto the affected area. Some of the original clips were reused however one had been completely corroded and another showed slight signs of corrosion so these were replaced with new clips. These clips fix the seal to the door and also secure the top edge of the door card to the door.



With the clips in place the waist seal is then secured into the clips



The rear of the seal is a little too short so you will need to cut a piece from the original seal to make up the difference. To prevent rattles I cut a section that could be made secure by applying a bead of black silicone. However I am also using this to monitor what was the most heavily corroded area.



The seal in place with the door card re-fitted



As stated earlier the offside inner waist seals for the Tourer are no longer available so the LWB seals should remain as an alternative as long as the car is still manufactured in China.

The problem of waist seals corroding is not unique to MGR, whilst in Nantwich town centre a few weeks ago a Maserati pulled up alongside me and I could see that his offside door seal was corroding....

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