

# Rufus Gets A New Heater - Part 2.

## Introduction:

This article completes the Mini MK4 heater modifications to adapt it to the NG TA installation.

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## Heater modifications:

In part 1. I removed the heater control panel and discarded it. Originally I was going to retain the flap valve to block off the unwanted air outlets but decided it was easier to just remove it and seal the gap with an aluminium plate. The flap valve pivots on rivets so I drilled them out.

Looking through the heater openings I could see that the foam around the radiator outlet pipes had deteriorated and most of it had crumbled away. Intending to renew the foam I removed the heater side panel that surrounds the pipes, a simple enough job as it is held in position by self tapping screws.

With the side panel removed I could extract the flap valve. At this point I realised that I didn't need to drill out the flap plate rivets as the flap plate would just slide out once one side of the heater had been removed. To block the rivet holes in the side panels I used stainless steel button head screws secured with Ny-Loc nuts.

With the side panel clear I could access the whole heater and realised its condition was such that I didn't need to strip and repaint the complete heater. After cutting out a new piece of foam surround for the pipes I replaced the side panel.

There was a bracket riveted to the heater that located the switch and heater controls, that was now redundant so I ground of the rivets and dumped the bracket.



**The bracket that was cut off is bottom left of the photo.**

Two small aluminium panels were then cut out of thin aluminium sheet to block the two rectangular holes that were part of the original heater outlets. The smaller panel was etch-primed and riveted in place. I need access through the larger aperture to secure and tighten the rear heater mounting bracket so decided to secure that plate with self tapping screws. This panel was also etch-primed and painted black.

As mentioned above the heater was in quite good condition so I went all over the exterior with a course scotch pad and then sprayed it with black topcoat that had built in primer.

To complete the heater work the three aluminium mounting brackets were painted in etch-primer and black topcoat. The mounting studs on the front of the heater were reduced to 20mm length and the brackets secured with stainless steel fixings.



**The finished heater assembly.**

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**Summary:**

When in position in the TA the heater is upside down compared to its normal position in an Austin Rover etc. Mini. This was done to prevent the heater hoses encroaching on an already crowded driver's footwell. The only heater outlets now in use are the original windscreen de-mister outlets that supply hot air to the front foot-wells. There is no longer a supply to the interior of the windscreen but this is not a problem as although I intend to fit a soft-top I don't intend to fit side-screens; although wind deflectors will be permanently fitted to the sides of the windscreen.

For anyone intending to fit side-screens you could still use a mini heater in its original configuration by installing it to the left of the transmission tunnel centre line; however it would then encroach slightly into the passenger's footwell area.

The heater is now finished so was stored carefully away pending fitment.