

# MGB and MGC Fold-Down Hood Installation Instructions

For AKE5372, BHH905 and HZA5123 hoods, supplied without header rail

**Important:** Before attaching any fittings to the new hood, ensure you have the correct hood for the car. Your new hood is a high quality, jig-assembled product designed to fit your car as perfectly as the original item. Reading and fully understanding the instructions before starting installation and, very importantly, installing the hood in warm conditions will help towards a successful outcome and a taut, wrinkle-free finish to your new hood. Cold hood material does not stretch easily, making the task more difficult and achieving a less satisfactory result.

It must be stressed that the instructions assume the hood frame is in good, undistorted condition and that all hood attachment and reference points on the car (for instance, windscreen position and angle) are dimensionally correct relative to each other. We cannot be held liable for a poorly fitting hood if this is not the case.

## Tools and Consumables Required:

Bradawl

Tape Measure and Chalk

Cross-Head Screwdriver

Sharp Knife

Durable Dot Socket Fitting Tool (advisable) and Hammer

Drill with Suitable Bit for Removing 1/8" Dia. Pop-Rivets

Pop-Rivet Gun with 15 off 1/8" Pop-Rivets (Part No. GHF600)

Can of Brush-On Trim Adhesive

1. Release the fixings on the hood around the cockpit and release the header rail catches from the windscreen. Fold the hood back into the rear of the cockpit.
2. Carefully remove the header rail seal from its aluminium retaining channel. Examine and purchase a new seal if necessary.
3. Release and remove the channel from the header rail by drilling out the pop rivets. In some instances self-tapping screws may have been used instead – apply releasing fluid and remove the screws gently to avoid shearing the heads.
4. Release the draught strips from each end of the header rail by removing the self-tapping screw and cup washer positioned outside each of the two nylon header rail pads. Do not remove the pads.
5. The hood material will now pull away from the header rail. Clean the header rail, removing traces of old trim adhesive with sandpaper. At this stage, the header rail may be restored and repainted if necessary.
6. Remove the hood listing from the rear bow of the frame (the listing is the material flap in the hood forward of the rear window, attached to the rear bow) and remove the old hood completely from the frame.
7. Slide out the metal retaining strip from its sleeve in the rear of the old hood and fit it to the new hood, ensuring it is centrally positioned.
8. Erect the hood frame and then relocate the metal strip, complete with the rear of the new hood, in the chrome teardrop retainers on the rear deck of the car.
9. With the new hood over the frame, check that the ready-fitted Lift-the-Dot and tongue hood fasteners locate correctly on their respective fittings around the sides of the rear cockpit area on the car. When satisfied, release them again.
10. Inside the car, fasten the hood listing around the rear bow of the frame, using the Velcro strips.
11. Relocate the Lift-the-Dot and tongue fasteners on the hood to the body and attach the header rail to the windscreen. Check that the hood seams are aligned straight along the frame bows and gently pull the hood material forward on either side as necessary towards the header rail to correct alignment.
12. Pull the hood front corners forward over the header rail until the ends of the rain strips align with the top front corners of the quarter lights on the doors. Draw chalk lines on both the inside and outside of the hood material to mark the position of the front edge of the header rail.
13. Pull the centre of the hood forwards and again mark the position of the header rail front edge on the inside of the hood.
14. Apply 2" wide strips of adhesive both forward of and behind the latter chalk line inside the hood. Note that Stayfast, Double Duck and Mohair hood materials will soak up the adhesive, so a second coat will be required in these instances. Apply adhesive 1.5" wide to the front upper edge of the header rail. Following adhesive instructions, allow time to semi-cure or 'flash off'.
15. Pull the hood forward by one front corner to the two original chalk lines and attach to the header rail. Similarly attach the other front corner and dress out towards the centre ensuring, as you go, a good adhesive bond. Leave for 10 to 15 minutes to allow bond to cure. Do not release the header rail to windscreen catches during this time.
16. From inside the car, pull forward the hood draught strips over the door windows until they are under tension and mark on the draught strips the positions of the Durable Dot studs on the windscreen ends. Fit a Durable Dot button and socket to each draught strip, corresponding to the positions of the studs on the windscreen.
17. Repeat the process for the B Post Durable Dot fasteners on the other ends of the draught strips.
18. Release the header rail catches and all other hood fasteners, and fold the hood and frame to its 'down' position.
19. Apply adhesive to the rebate on the underside of the header rail and to the hood material forward of the front edge of the header rail. Allow adhesive time to 'flash off'.
20. Attach the material to the rebate, starting with the trim tabs first and re-applying adhesive over the trim tabs as necessary before attaching the remainder of the material.
21. Using a bradawl, gently pierce holes in the material corresponding with the attachment holes in the header rail for the seal retaining channel.
22. Attach the header rail seal retaining channel with pop-rivets or self tapping screws, as preferred.
23. Using a sharp knife, remove the excess hood material, trimming back to the rear edge of the channel.
24. Refit the header rail seal to the channel.
25. Re-erect the hood and frame to its 'up' position, attaching all hood fasteners and the header rail catches. The header rail catches may require adjustment if using a new header rail seal.
26. Secure the draught strips outside the nylon pads on the header rail with the self-tapping screws and cup washers.