Sprite Mk IV, Midget Mk III and 1500 Hood Installation Instructions

For AHA8188 and CHA86 hoods, ready-fitted with 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	**Durable Dot Socket Fitting Tool (advisable) and Hammer**
Tape Measure and Chalk	**Cross-Head Screwdriver**
Tenax Socket Fitting Key (advisable)	**Sharp Knife or 3/8" Hole Punch (1966-67 Cars Only)**

1. Release the fixings on the hood around the cockpit and release the header rail catches from the windscreen. Fold the hood and frame down.
2. Undo the six countersunk screws securing the header rail to the hood frame.
3. Release and remove the hood retaining strip from the rear deck of the car by removing the seven screws and studs that secure it. Set the retaining strip, screws and studs aside for re-use. The old hood, complete with header rail, may now be removed from the car.
4. Remove the header rail to windscreen catches from the header rail (four hex-head screws) and set all screws and catches aside for re-use.
5. Erect the hood frame and lay the new hood over the frame.
6. Positions for the seven screws holding the retaining strip are ready-marked on the new hood. Make a small hole with the bradawl on each marked position along the rear edge of the hood.
7. Lay the retaining strip and hood over the seven corresponding screw holes along the rear of the cockpit. Locate and fit a screw and stud, through the retaining strip and the hood, into the centre screw hole on the rear deck.
8. Working outwards from the centre, alternating from side to side, fix the other six screws and studs through the retaining strip and hood into their holes on the rear deck, pulling the rear edge of the hood taut from the centre outwards as you go.
9. Holes for the cockpit side Tenax sockets are pre-punched in the hood material. Working from the rear of the car forwards, alternating from side to side, fix the Tenax sockets in their holes in the hood and fasten them to the pegs on the car body.
10. **Special Note For 1966-67 Cars**: These models use an extra Tenax fastener instead of the Velcro strip on later cars. In this case the extra Tenax hole is not pre-punched in the hood. Having fitted the other Tenax sockets to their pre-punched holes, pull the hood side forward and down towards the B post and mark on the hood material the position of the foremost Tenax peg fitted to the cockpit side underneath it. Cut or punch a 3/8" (9.5mm) diameter hole, using the mark as the centre point, and fit the Tenax socket. Repeat the process on the other side of the car.
11. Release all the Tenax fasteners and fold the hood and frame down.
12. Attach the new header rail to the hood frame, complete with the forward edge of the hood, using the six countersunk screws.
13. Refit the catches to the header rail with the four hex-head screws. The position of each catch on the header rail is adjustable; for now, set the catches at the mid-point of their adjustment.
14. Relocating all fasteners on the hood to the body, re-erect the hood and frame, attaching the header rail to the windscreen with the two catches.
15. Check on the one hand that the header rail seal is clamped down to a good, water and draught-tight fit on the top of the windscreen and on the other hand that the assembly is not so tight that the catches cannot be operated without too much effort.
16. If either check is not satisfactory, release the catches and adjust them as required up or down on the header rail. Repeat the process until a satisfactory outcome is achieved. Further adjustment may be necessary at a later date, once the new header rail seal has bedded in.
17. 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 studs on the windscreen ends.
18. Fit a Durable Dot button and socket to each draught strip, corresponding to the positions of the studs on the windscreen. The other draught strip fasteners looping onto and around the hood frame near the rear top and bottom corners of the door windows are ready-fitted with Durable Dot fixings.
19. The mounting points on the car for the hood frame (three hex-head screws per side) allow for adjustment of the hood frame position both vertically and fore and aft. This adjustment facility can be used, if necessary, to increase or decrease the tension in the hood to further improve its function or appearance.

Part No. CHA86FI