

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

For 27H8390 and CHA87 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 and Sharp Knife

Tape Measure and Chalk

Cross-Head Screwdriver

Tenax Socket Fitting Tool (advisable)

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. Fold the hood and frame down.
2. 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.
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. Set the screws and washers aside for re-use.
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. Release and remove the hood retaining strip from the rear deck of the car by removing the seven screws and studs that hold it. Set the retaining strip, screws and studs aside for re-use. The old hood may now be removed from the car.
7. Erect the hood frame and engage the header rail catches on the windscreen. Lay the new hood over the frame.
8. 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.
9. 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.
10. 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.
11. 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.
12. **Special Note For 1966-67 Cars:** These models use an extra Tenax fastener instead of the Velcro strip on later cars. The extra Tenax hole is not pre-punched in the hood. Having fitted the other Tenax sockets, pull the hood side forward and down towards the B post and mark on the hood the position of the foremost peg on the cockpit side. Cut or punch a 3/8" (9.5mm) diameter hole on the mark and fit a Tenax socket. Repeat the process on the other side of the car.
13. With all the hood side Tenax fasteners attached, check that the hood seams run straight along the hood frame bows; gently pull the hood forward on either side as necessary towards the header rail to correct the alignment.
14. With all hood fasteners and the header rail catches still attached, pull the front of the hood material over the header rail.
15. Pull the hood front corners forward until the ends of the rain strips align with the top front corners of the quarter lights on the doors. On both the inside and outside of the hood, mark with chalk the line of the front edge of the header rail.
16. Pull the centre of the hood front edge forwards and again mark the front edge of the header rail on the inside of the hood.
17. Apply 2" wide strips of adhesive both forward and behind the latter chalk line inside the hood. Note that Stayfast, Double Duck and Mohair hoods 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 it time to semi-cure or 'flash off'.
18. 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 the bond to cure. Do not release the header rail to windscreen catches during this time.
19. 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.
20. 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 near the rear top and bottom corners of the door windows are ready-fitted to the hood.
21. Release the header rail catches and all other hood fasteners, and fold the hood and frame down.
22. Apply adhesive to the rebate on the underside of the header rail and to the material forward of the header rail. Allow adhesive time to 'flash off'. Attach the material to the rebate, trim tabs first, re-applying adhesive over the trim tabs before attaching the rest of the material.
23. Using a bradawl, pierce holes in the material corresponding with the holes in the header rail for the seal retaining channel.
24. Attach the header rail seal retaining channel with pop-rivets.
25. Using a sharp knife, remove the excess material behind the rear edge of the channel. Refit the header rail seal.
26. Re-erect the hood and frame, attaching all fasteners. The header rail catches may require adjustment if using a new seal.
27. Secure the draught strips outside the nylon pads on the header rail with the two self-tapping screws and cup washers.
28. The mounting points on the car for the hood frame (three 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.