

FITTING INSTRUCTIONS – HC 710 – Morris Minor Convertible

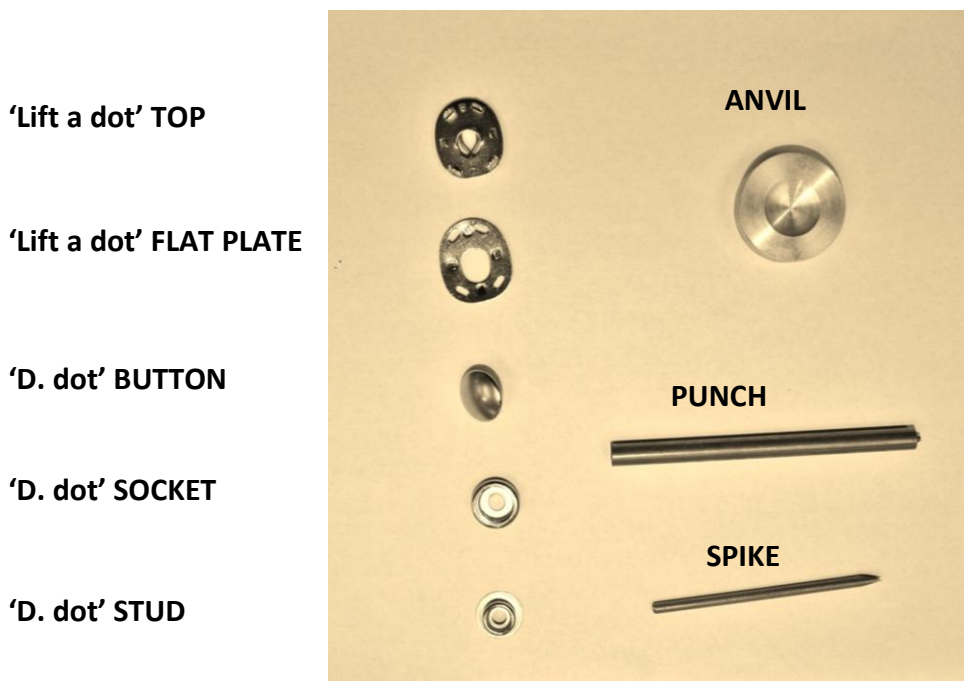
Vinyl Hood Cover

We suggest reading through these instructions, before starting to fit your cover, to get an idea of the best order of work and the tools required for the job. Please check that you have everything you will need before starting.

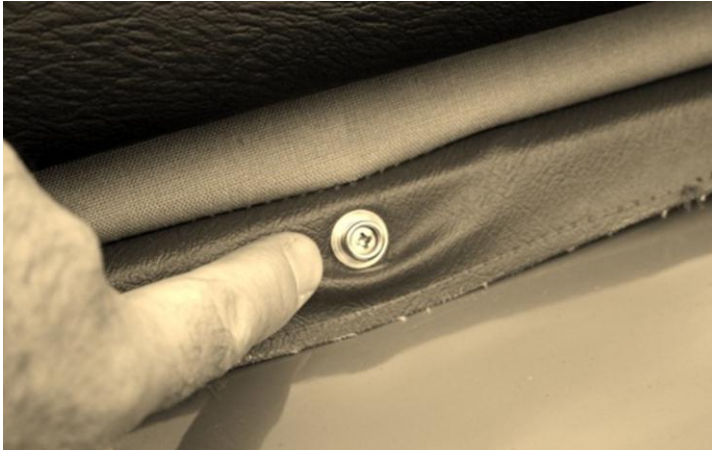
In addition to your completed vinyl hood cover, you should find with these instructions a small bag of secondary components and specialist tools which are vital to the fitting of the hood.

These are:

- 12 x 'Durable-dot' Buttons
- 8 x 'Durable-dot' Sockets
- 8 x 'Durable-dot' Studs
- 2 x 'Lift a dot' chrome tops
- 2 x 'Lift a dot' flat plates
- &
- 1 x Tonneau Spike (used to fit the Lift a dot fastenings)
- 1 x Punch and Anvil (to fit the D. dot press stud fittings)



You should have one spare of each of the durable dot fastening components.



You should find that your existing hood fixes at the rear of the body using three screws with cupwashers, two in line roughly with the boot hinges and one centred between these. They screw into the timber cockpit rail. It will be necessary to fit three of the D. dot studs in these positions as shown here, replacing the cupwashers.

The existing screws will most likely have too large a head to fit inside the stud. These three screws should be replaced with something of similar size, but with a smaller flat head to fit inside it. If the screws do not fit flat inside the base of the stud, the D. dot fastenings will not work. The type of screw is not important for fitting purposes, but slotted screws would have been used originally rather than Philips. The picture above shows a correctly fitted stud.

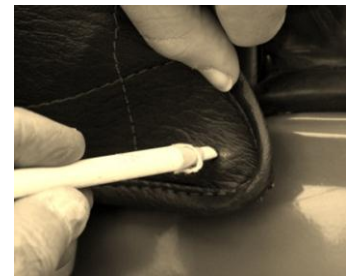
FITTING



Fold the hood down neatly, remove the Lift a dot fixings on both sides, tucking them inside and out of the way.



This picture shows the eventual position of the side of the Hood Cover- the ends cover the hood frame and lie inside the rear side windows. Trial fit, and centre, the new Hood Cover, over the hood assembly.



When you are happy with the loose fitting Hood Cover, pull the exterior front corners over the Lift a dot stud at the back of the rear window. Mark an identical point on each side. This will be used to locate the new lift a dot fastenings.



Having marked a point on each side, remove the Hood Cover to a work area or flat surface, and position the two Lift a dot flat plates, so that the points marked lie in the middle of the large hole in the plate. You will notice the plate is slightly elongated; the wide end of the plate points to the corner/front of the car.



Using a fine paint pen or a point of soluble white pencil, hold the plate in position firmly and mark the four points that receive the prongs of the Lift a dot tops, and the large central stud hole.



Use a small punch and a hammer to carefully cut the stud hole out of the material, as marked. The Tonneau Spike supplied can now be used to perforate the prong positions as also marked previously, with a sharp tap from a hammer. Take care to do this on an old work surface!



Having made the necessary holes in the Hood Cover, position the Lift a dot tops, making sure the hole cut from the material matches the size of the hole in the top.



If the perforations for the prongs were made properly, piercing the facing vinyl and the reinforcing backing shown here, the top should locate easily. The plate can now be fitted.



You will notice the plate isn't quite flat; it should be slightly convex. The bowled side, or the inside of the curve, should face inside the Hood Cover towards the car, and away from the visible material. Bend the prongs outward slightly using a suitable flat, hard tool.



Once the prongs have been bent down a little, they can be tapped flat against the plate with a pin hammer. The two Lift a dot fastenings should then be capable of holding the Hood Cover in shape across the rear of the car, and should fit flat, as above.



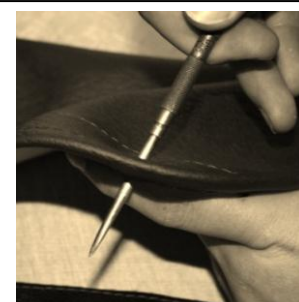
It is next necessary to fit the three durable dot fastenings across the rear of the car, after which the Hood Cover should look like this. In order to mark the positions of the three D. dot sockets, leave the Hood Cover affixed by the two Lift a dot fastenings that you will have already fitted. These should be capable of pulling the material reasonably tightly across the back of the car, so that it can hold a shape like the above, for the correct positions to be marked.



The three studs and sockets have now to be fitted. These will follow, as related earlier, the three positions of the screws that retain the back of the hood proper. The cupwashers are effectively replaced by the D. dot stud fixings. As mentioned before, If the screws do not fit well within and flush to the bottom of these stud fixings, or are domed, the screws must be replaced. Please refer to page 2 for advice.



When the studs have been fitted to the body of the car, you next need to mark the positions of the D. dot sockets on the face of the hood roll cover, preferably with a white pencil. Make three holes with a spike or bradawl, just large enough for the stem of the chromed buttons to be a tight fit, as shown.





The punch will require at least a couple of sharp taps to rivet the button onto the socket. Don't be afraid to hit it too hard; the job actually requires quite a bit of force to ensure a good tight fit. When the sockets have been fitted to the Hood Cover, fix the cover to the car using these and the two Lift a dots fitted earlier.



Satisfied with the location of the button, place it face down into the anvil. Push one of the sockets onto the stem, and centre firmly in the anvil. Next it is necessary to use the special punch supplied with the anvil, which in effect will rivet either stud or socket fixings to the buttons.



You should find that the hood attaches and fits well for the most part, held in place by the three D. dot studs and the two Lift a dot fasteners. It is now necessary to finish the job by fixing two studs and sockets to either side of the front Hood frame covering pockets, which as shown here tidies up the interior considerably.



Holding the cover over the frame in such a way that you are happy with its appearance and fit, nip the hemmed edges together. Mark two positions for the sockets, on the material facing inside the car, on each side of the cover. These should be about 6 inches apart.



Using the punch and anvil supplied, and removing the cover to a work area again, fit two sockets on each side in the positions you have marked. Refit the cover again for the next and final stage.



With the sockets fitted onto the inside piece of the hood covering pocket, again hold the hem of the outside piece against these in the preferred fitted position. Mark the positions for the stud buttons so that they correspond to the sockets fitted previous, and are the same distance apart. The studs are fitted to the buttons in the same way as the socket, using the punch and anvil. The chromed domed buttons will necessarily always face away from each other on the material faces, or the fixings attached will not work!



With the two sockets and two studs fitted correctly, each pocket should look like this. As an aid to fitting you will observe the correct positions are reinforced with hooding grade material.



Having followed the process of fitting as described, you should now find that your cover fits something like this.

Happy Motoring!