



NEWTON COMMERCIAL

MORRIS MINOR SALOON 1955 – 71 HEADLINING KIT FITTING INSTRUCTIONS

TOOLS REQUIRED - Philips and flat screwdrivers; scissors; sharp knife; pliers; hammer; 2 metres of string; contact adhesive; 5/16" BSW spanners; hacksaw blade

We would suggest you read the following instructions before commencing work as there are certain procedures you need to follow to help you with the installation. Carry out this work in a warm atmosphere as the material of your new lining needs to be supple. You will need to remove all the seats from the car. The front seats are held in place with four 5/16" bolts and the rear seat base lifts out as will the rear seat squab after undoing either two wing nuts or one strap on the rear bulkhead in the boot.

Remove the sunvisors and any interior light fittings, taping the end of the wires so as to avoid sparks later on. The headlining itself as you will see, has either three or four stitch lines running across the roof, behind which are loops of material with steel curved bars inserted inside which hold the lining in the roof cavity. You will see that the headlining disappears behind the cant rails all round the roof and the rear window. The headliner itself is held in these cavities by long wires that are inserted in the outer edge of the liner and when pulled tight help to tension the whole unit.

REMOVAL OF OLD HEADLINING - The rear window needs to be taken out. Above the rear parcel shelf there is a finisher panel held in place by the window rubber and possibly a couple of screws that will need to be removed.

You will then see that the liner is located around the window aperture by a wire inserted in the outer edge of the liner that in turn is hung over metal hooks. The end of this wire is held at either end by screws inserted in the bodywork. Unscrew to release tension. You will also see that the wires from each side are fixed in the same manner above the rear wheel arches that can also be released. Moving to the front of the cockpit, look under the dashboard below the glove box area to locate the front fixing screws that can also be released. Now tie a piece of string to the end of the wire, this will help you later on when you pull the wire out of the 'A' post.

The liner above the windscreen is held in place by a curved board that is in turn held by two clips approximately 6-8" from the 'A' post. These clips need to be pushed downwards into the cant rail by using the hacksaw blade and when released will allow you to pull the board out. Before removing the front board from the car pull the wires up the 'A' post with the string attached, then undo the string from the wire and leave it situated in the 'A' post. When you come to insert the wiper later on, re-attach it to the string and pull the whole lot through the post. Simple!

The liner should now be free and by moving the rails backwards and forwards in the cant rails the whole unit will come out.

The next operation is to transfer certain items to your new headlining and prepare so as to fit the new item. Carefully inspect the old lining and note how the wires are threaded through the lining edges and the ends of the hoops. Carefully cut or slit the new lining-taking note from where the various cuts are in the old unit. Initially remove the wires and then the metal hoops making sure the correct hoop goes back

in the corresponding loop on the new lining. The front of the lining is stapled to the front board, so take a measurement from the front of the board to the first stitch line and then transfer the board over to the new lining and staple or glue in place squarely.

Before inserting the hoops into the new lining, it may be an idea to clean them thoroughly and perhaps put a piece of shiny tape or plastic over the end to help you slide them through the loop. You will have noted from your old lining that the ends of the hoops have a piece of string securing the loop of the lining to them, this string helps keep the lining central on the hoops when fitting. Now insert the wires around the appropriate edges making sure the curve of the hoops face upwards and that the wires are fairly taught and you have sufficient length at either end.

FITTING HEADLINING INTO THE CAR - For this operation we would suggest you ask someone to help you. The hoops need to be fitted into the cant rails initially and slid along until the front board is roughly in position. Reconnect the wires to the strings in the 'A' post and then adjust the whole lining until it is slightly under tension all over. We would suggest you insert the front board above the windscreen first and then start pulling rearwards. It may be necessary to pull the hoops backwards as well so as to keep the tension all over and make sure the wired sides are inside the cant rails. Do not finally tighten the screws holding the ends of the wires just yet. The rear window area can now be fitted to the spikes; you will need to pull evenly with both hands. There is enough stretch in the material so do not be afraid to use some strength. You may need to adjust various areas by pulling and pushing to erase any slight wrinkles. When satisfied that the whole lining is taught, finally pull the wires and tighten the fixing screws. Having recovered the rear under window board with the piece of loose material supplied, this can then be fixed in place as can the rear window.

Finish off the job by refitting the interior light, sun visors and finally the seats.

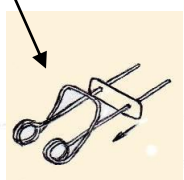
HAPPY MOTORING!

NEWTON COMMERCIAL
MORRIS MINOR HEADLINING
(SERIES 2 TO END OF PRODUCTION)

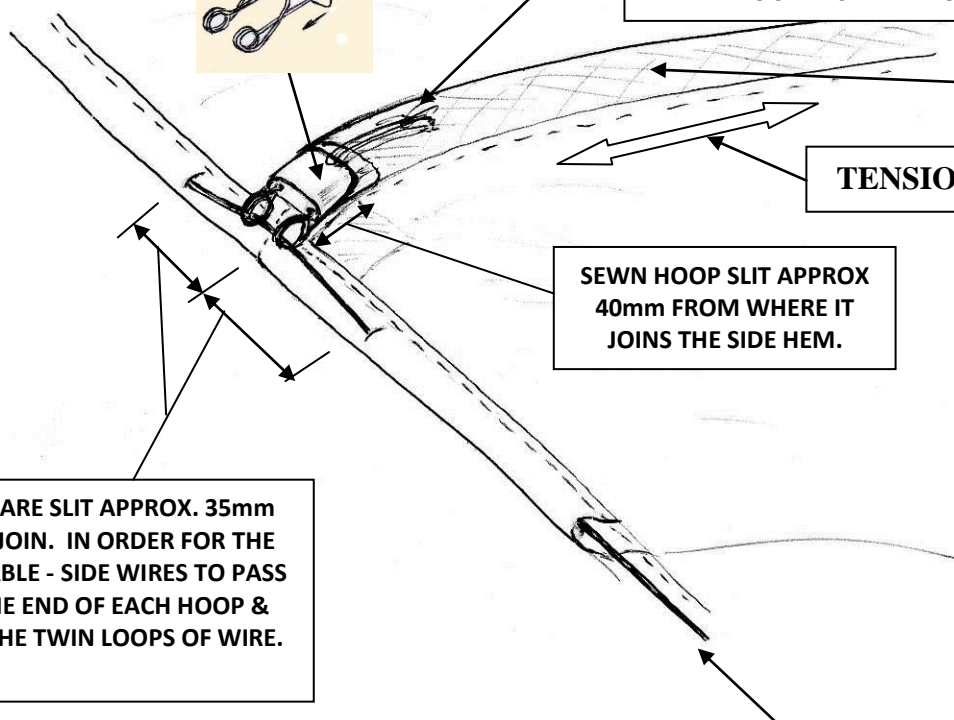
ADDITIONAL FITTING INFORMATION
SHOWING DETAIL AT EACH HOOP END

IMPORTANT NOTE;
WHEREVER YOU NEED TO SLIT THE HEADLINER MATERIAL
MAKE SURE YOU DO NOT CUT ANY STITCHES.

SPRING WIRE END CLIP ASSEMBLY.
THESE ARE A PUSH FIT INTO EACH
END OF THE HOOPS



USING A NEEDLE & STRONG THREAD SEW
THE END OF EACH SEWN HOOP TO THE
TOP WIRE OF THE SPRING CLIP.
THE HEADLINING WILL REQUIRE
CONSIDERABLE STRETCHING ACROSS EACH
HOOP – THIS IS CORRECT TO ENSURE A
CREASE FREE FITTING & THAT THE SIDE
HEMS SIT INSIDE THE CANT RAILS



SEWN HOOP

TENSION

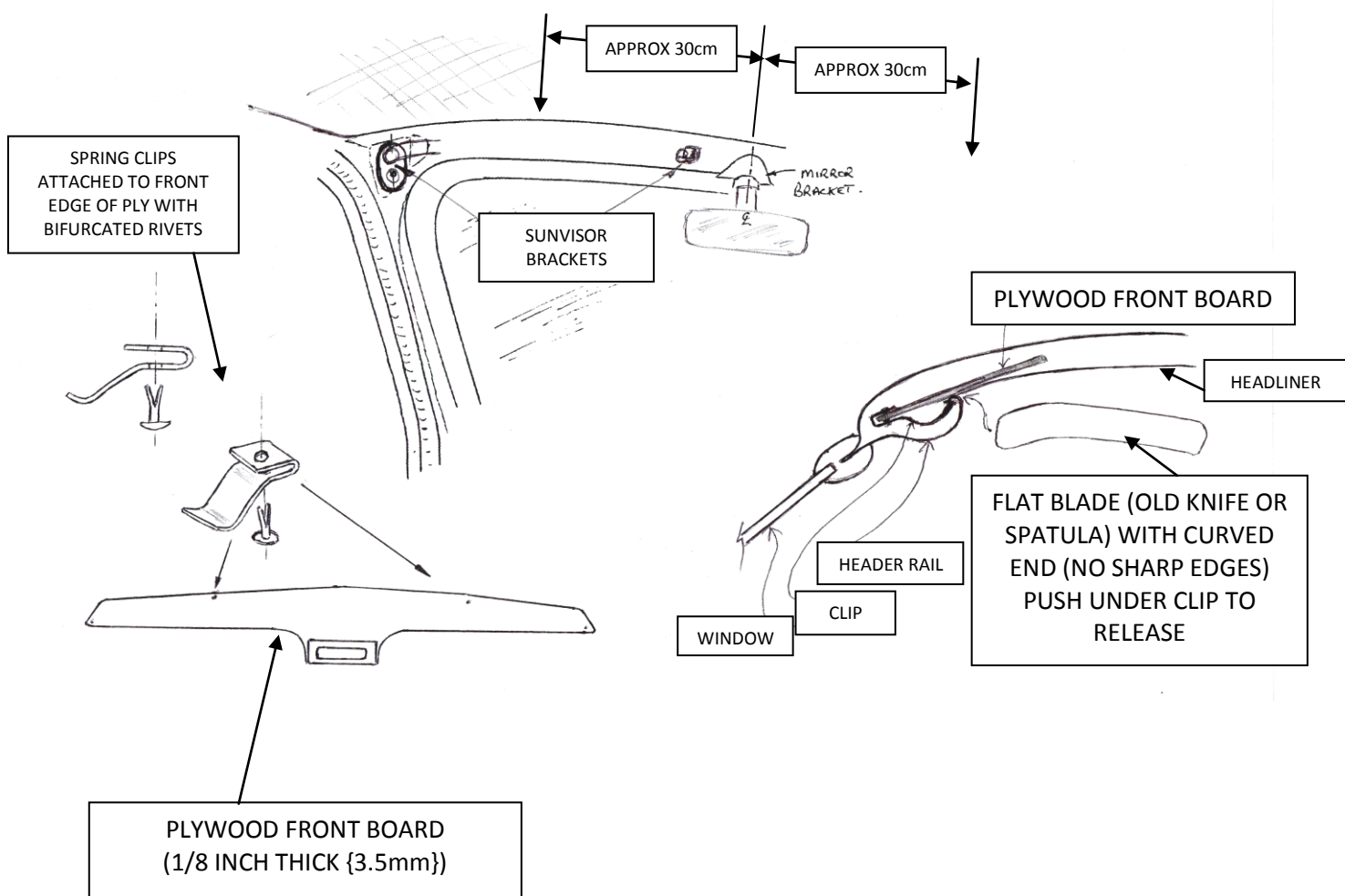
SEWN HOOP SLIT APPROX
40mm FROM WHERE IT
JOINS THE SIDE HEM.

SIDE HEMS ARE SLIT APPROX. 35mm
FROM THE JOIN. IN ORDER FOR THE
BOWDEN CABLE - SIDE WIRES TO PASS
ACROSS THE END OF EACH HOOP &
THROUGH THE TWIN LOOPS OF WIRE.

BOWDEN CABLE
SIDE WIRES
RUN DOWN BOTH SIDES OF THE HEADLINING & ARE
ANCHORED FRONT AND BACK AS DESCRIBED IN THE
INSTRUCTIONS.
ON 4 DOOR MODELS THERE MAY ALSO BE AN ADDITIONAL
WIRE TIED TO THE SIDE WIRE AT THE TOP OF THE 'B' POST
(BETWEEN THE DOORS).
THIS GIVES EXTRA DOWNWARD TENSION AT THE MID POINT.
IT IS ANCHORED BEHIND THE 'B' POST TRIM PANEL

APPLIES TO ALL SALOONS, TRAVELLER
FRONT,
VAN & PICK UP HEADLININGS

POSITION OF CLIPS BEHIND HEADER RAIL



DISTANCE FROM FRONT SEAM TO CORNERS OF FRONT BOARD

