The mohair hood on the MGF and TF has undergone several changes and updates over the life of the model. A number of aftermarket specialists have also produced improvements, the most popular being a switch from a plastic to a glass rear screen. Many of the original hoods are now becoming tatty and tired, so the best solution is to fit a new one. We followed MGFMania as they fitted their latest one-piece hood to a 51-plate MGF, which originally had a standard hood with a plastic rear screen.

The work involved in renewing the hood on the MGF is the same on the TF. However, if you have a Mk1 MGF, the hood frame will need to be changed for a later type because the extended corners give vastly superior weather protection.

The hood on the MGF/TF is largely secured to the framework with pop rivets. Glue is used along the front and down the B-pillar sections of the framework. Peter Jones at MGFMania can remove the majority of an old hood in 10 minutes by simply cutting through the fabric and chiselling off the pop rivets. He needs a little more time to remove fittings such as the front latches, but in most cases he can be ready to fit the new hood in position after 20 minutes. Quite often, he spends a little more time cleaning up any rust on the MGF/TF’s framework and painting it.

Once the old hood has been removed, there’s some preparation work to be completed before the new hood can be fitted. New straps and cables are fitted before the gluing and riveting begins. The following pages cover three step by step guides showing Peter removing a hood, fitting new straps and cables and fitting the new hood onto the car. There’s an accompanying video, which can be found via his MGFMania website (supplied as a DVD with one of his hoods) and it has to be said, he makes it all look far too easy.

Most of us would need a full day to do all of this, whereas he can fit two hoods in that amount of time.

**Tools**
- Allen key: 5mm
- Chisel
- Contact adhesive or carpet glue
- Electric drill
- 3.5mm drill bit (included in the MGFMania kit)
- Hammer
- Long nosed pliers
- Safety goggles
- Screwdriver
- Sharp knife
- Spanner/socket: 7mm
- Trim tool

**Costs and Contacts**
MGFMania: 01565 740288
www.mgfmania.com
MGF/TF hood in black mohair with glass screen: £300
Fitting charge: from £100
Removing the old hood

From inside the vehicle, peel back the parcel shelf carpeting and release the seven metal clips that hold the back of the hood. These clips can be quite vicious, so using a trim tool to release them can be less painful than using your fingers.

The B-pillars of the hood’s framework clamp the hood in position, so the rubber trim needs to be prised off, then five rivets need to be chiselled off to remove a metal strip and release the remains of the hood. The metal strip and rubber trim will be refitted later.

MGFMania’s new one-piece hood has a glass rear screen, so it doesn’t need the zip for the plastic rear screen. Consequently, Peter slices straight through the top of the hood at the rear too, after which he can remove most of the fabric.

Trim off the loose ends of the old listing bow wraps. There is no need to waste time completely removing them because the wraps on the new hood simply fasten on over the top.

The back of the hood is secured to the framework with a series of rivets. Chisel the heads off to release the hood, including a long thin metal strip and two shorter side strips (all three will be reused). The remains of the rivets can be chiselled, punched or drilled out.

At the bottom of each B-pillar, there’s a small metal clip with a large flat triangular head. This is one item that breaks or falls off most standard hoods and Peter is always supplying new ones. Luckily, these are not required with his new hood, so they can be prised out and discarded.
At each front corner is a small rubber plug to remove (it must be refitted), plus a metal tag to lift off with a chisel to help release the remains of the old hood. There’s more to remove before the front of the hood can be taken off.

New hood tensioner cables come with the hood, so old ones can be removed. At the top of the hood frame’s B-pillar, there’s a 7mm bolt which secures the end of the cable. Once undone, pull the cable out and unhook it at the front.

The two large hood clips along the front of the hood must be removed, each secured with three 5mm Allen bolts. Peter has found the bolts can shear or heads round off, so it’s worth spraying some penetrating fluid into them.

Drill 3.5mm holes in the ends of the middle listing bow. This is done to secure the tie-down tab, in place of the sticky Velcro on the frame. We’ll be fitting a couple of screws here in step 10 of the next section.

Fit the ends of the new cables through the holes in the hood frame – each cable has a white mark to show where it should be located. Refit the securing bolt that grips the cable.

Lay the new hood on top of the hood frame and feed the two cables through the channels inside it, then loop the ends into the framework at the front. The hood is now partially secured to the framework.

Drill through strap and frame. Stretch strap to back of frame – positioned to outer side of notch in the frame and drill two more holes. Rivet all three holes. Fit Velcro over single rivet and two screws.

The front section of the hood is almost ready to be removed. But first, a plastic length of trim needs to be prised off to reveal a series of metal clips. They need to be prised off and can be reused.

The front section of the hood is riveted to the frame, so the rivets need to be chiselled off. This piece will be reused, but remove the foam as a new strip is included. Finally, remove the remains of the hood attached to the framework.

Straps and cables

1. Trim back any fabric on the outer edges of the rearmost top rail of the hood frame to reveal two crosshead screws. Undo both screws and a strip of metal will spring up (it cannot be removed).

2. Take one of the straps supplied with the hood and slide it around the metal strip mentioned in the last step, then refit the crosshead screws, cutting through the strap to refit the inner screw.

3. Drill through strap and frame. Stretch strap to back of frame – positioned to outer side of notch in the frame and drill two more holes. Rivet all three holes. Fit Velcro over single rivet and two screws.

4. Drill 3.5mm holes in the ends of the middle listing bow. This is done to secure the tie-down tab, in place of the sticky Velcro on the frame. We’ll be fitting a couple of screws here in step 10 of the next section.

5. Fit the ends of the new cables through the holes in the hood frame – each cable has a white mark to show where it should be located. Refit the securing bolt that grips the cable.
Gluing and riveting the new hood

1. Apply a contact adhesive or upholstery glue down the B-post area of the new hood and allow it to dry before applying a second coat. Spread some down the B-pillar of the hood frame to re-activate the old glue.

2. Fit the B-pillar section of the new hood onto the B-pillar of the hood frame. Try to line up the holes in the hood with those in the frame, but this isn’t always successful, so drill through the hood where necessary using the 3.5mm drill bit.

3. Pop rivet the hood to the B-pillar section of the frame using the five original holes. New pop rivets are supplied with the hood, and they have a black head. A pop rivet gun can also be supplied with the hood for an extra £3.

4. Refit the rubber seal that was removed in step 6 of the hood removal instructions. Slide the seal up the channel in the B-pillar and don’t stop moving and working it until it’s in the correct position – it can be difficult to fit.

5. Glue the front of the hood onto the frame. Start with the corners, followed by the full length of the front section. Don’t forget to apply the glue, let it dry, then apply a second coat. Line up the holes in the hood with those in the frame.

6. With the front of the hood glued to the frame, refit the piece of trim that was removed in step 12 of the hood removal. Line up the middle hole in this trim with that on the new hood and frame, then fit a pop rivet. Fit all remaining pop rivets.
A strip of self-adhesive foam is supplied with the new hood, which is fitted over the pop rivets that secure the piece of trim fitted in the last step. This helps to stop the rivet heads showing through the vinyl header rail cover.

The metal clips that were removed in step 11 of the hood removal instructions can now be refitted to secure the very front of the trim to the hood frame. Tap the clips into position with a hammer, then refit the long edging strip that was removed.

Refit the rubber plugs to the front corners of the hood (see step 8 in the hood removal section), followed by the two large clips and their 5mm Allen key bolts - many people take this opportunity to fit stainless steel bolts.

Fasten the tie-down tabs (they prevent the hood laying on the bodywork when folded) with the screws provided in the MGFMania kit. The holes for these were drilled into the middle listing bows in step 4 of the Straps and Cables section.

The back of the hood can now be secured to the rear of the frame using the three metal strips (two short pieces for the sides and one long piece) removed in step 5 of the hood removal. Fit pop rivets, starting in the middle and working outwards.

Fit a strip of self-adhesive foam (supplied with the new hood) onto the very base of the back of the hood frame, just below the line of pop rivets fitted in the last step. This helps to reduce the risk of the hood rattling against the bodywork.

Heated rear screen wiring plug is usually under the parcel shelf carpet on the nearside. Connect it to the new wiring supplied with the hood, connect the two ends to the glass screen and hide the wiring under the parcel shelf carpet.

Refit the clips at the back of the hood to hold it in position. Stretch the hood fully forward, securing it at the front with its two clips. From inside, peel off the backing paper and wrap the sections of the hood around the hood frame.

Two Velcro straps are supplied with the hood, which help to pull the bars of the hood frame together when dropping the hood down. Fit these between the two centre bars, locking each strap with their Velcro ends. Job done!