



# NTG Motor Services Limited

282 - 284 Bramford Road Ipswich Suffolk IP1 4AY

Tel: ++44 (0)1473 - 406031 & 406032

Fax: ++44 (0)1473 - 742087 Email: sales@mgbits.com

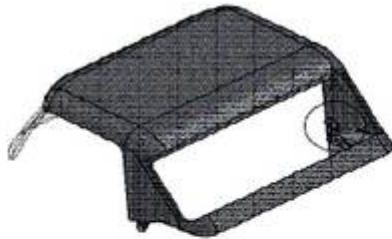
www.mgbits.com

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Directors: M.Green P.Banyard

Company Reg.No. 1262476

V.A.T.Reg. No. 289 5422 17



NO SOFT TOP FRAME



WITH SOFT TOP FRAME



## MGA HARDTOP FITTING INSTRUCTIONS

We recommend, for at least the first time, that you enlist the help of an assistant.

1. On the top of the windscreen, in each corner there are two locating pegs, slide the hardtop onto the two pegs.
2. Once the hardtop is sitting down over the windscreen, if the assistant pushes the hardtop down at the front on one side to squash the rubber seal, you can sit inside the car and tighten the bolt at that front corner- aligning the bolt with the edge on the peg. Then repeat on the other side. Please note that the hardtop may lift at the rear at this point until tightened down fully. The hardtop can now be fitted onto the B Post.

### IF MODEL DOES NOT HAVE A SOFT TOP FRAME

The side attachment is by a right-angled bracket which is bolted to the car using one of the soft top frame bolt holes, it should line up with the bracket moulded into the hardtop. If the assistant again pushes the hardtop down at the rear on one side to squash the rubber seal, you can sit inside the car and fit the long bolt through both brackets ie one bracket on the top and one bracket on the car. Then repeat the process on the other side. As the bolts are tightened they will pull the hardtop down onto the car. Finally, trim or tuck away any excess pieces of sealing rubber.

### IF MODEL DOES HAVE A SOFT TOP FRAME

The side attachment is by a long 'J' bolt, the bolt fits around the soft top frame and up through the brackets on the hardtop. If the assistant again pushes the hardtop down at the rear on one side to squash the rubber seal, you can sit inside the car and fit the long bolt through both brackets ie one bracket on the top and one bracket on the car. Then repeat the process on the other side. As the bolts are tightened they will pull the hardtop down onto the car. Finally, trim or tuck away any excess pieces of sealing rubber

Please find listed overleaf some tips and explanations which you may find useful when fitting your hardtop.





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## MGA HARDTOP FITTING TIPS AND EXPLANATIONS

Please bear in mind when fitting MGA hardtops that due to the age of the MGA and various build qualities, each vehicle is slightly different. From our experience with Old English cars, as they were nearly all built by hand, you have to make the 'car fit the hardtop'.

Some differences on the vehicle causing alignment difficulties can be:

- a) The windscreen surround bolts directly to the car and this can be slightly on an angle, we suggest you measure from the peg on the top of the windscreen to the B Post on both sides, this will determine whether the screen is fitted squarely.
- b) The two location pegs on the top of the windscreen frame can also be at slightly different angles and it's these pegs that are used for the location for the hardtop. When you drop the hardtop over the two location pegs this will determine where the hardtop fits across the back panel and rear wings.
- c) The rear wings can also be fitted slightly forwards or backwards, which can also affect the fitting.

Some trimming of the fibreglass top may be required along the back edge, to do this we suggest removing the rubber seal, then using a grinder with a sanding disc, trim small amounts of fibreglass at a time. After each trim, properly fit the top back (with rubber attached and top tightened) so as not to trim too much off.

Our MGA hardtops are all manufactured from the same mould and each hardtop is the same, but the vehicles can vary as explained. We have a front section from an original Works Hardtop to test the alignment on each of our tops. On file we have customer testimonials sent to us about the MGA hardtop and they are all very happy with the finished article, but they report they have had to make slight adjustments to make it fit to their own car.

The hardtop must be fully tightened for it to fit, if the top is just placed on the car without tightening the bolts you will not achieve an accurate fit.

NB: NTG does not accept any liability for damage to the Hard Top if trimming is required.

