

MAZDA MX5

HOOD FITTING GUIDANCE

TOOLS REQUIRED.

Socket Wrench
10/12/16mm Sockets
Contact adhesive and a worktable / stand.

Electric Drill
1/8th & 7/64th Drill Bits

Pop Rivet Pliers
Hammer

Screw Drivers
No. 40 Torx Bit

FRAME STAND



Your new Mazda hood is made to very exact specifications. Installation should take place in a warm environment so that the vinyl remains supple and easy to work with. All the fixing positions and screw holes are pre-punched in the hood to facilitate easy and exact fitting to the hood frame. The removal of the old hood and the fitting of the new hood are accomplished with the hood and frame removed from the car. Once removed from the car the hood frame will need to be clamped to a suitable workbench. In this photograph we have clamped a 2"x2" piece of timber to a bench and bolted the hood frame to it using the frame-to-car mounting bracket on the frame.

Hood Frame Removal.

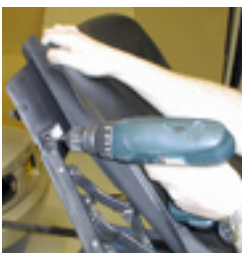


Removing the seats from the car will greatly improve access and will make the whole process much easier. They are simply bolted to the floor pan by four bolts located on the runners.

The hood frame is bolted to each side of the car using 3 off bolts located behind the "B" post-trim panel. (This is the trim panel to the rear of the door opening). Remove this trim panel to gain access to the mounting bolts. (Prise and lift the centre section of the plastic retaining clips with a small flat bladed screwdriver to remove). Before removing the frame bolts you will need to unbolt the rear-retaining rail. Access to this is behind the rear parcel shelf carpet, which you should remove. With the rear of the hood unbolted you can unbolts the frame from the car and mount it to your workbench.



Removing the Hood from the Frame



The hood is attached to the frame behind the rubber seals and steel retaining channels both at the front header rail and at the frame uprights. Pull these seals clear of their retaining channel to gain access to the various screws and clips holding the retaining channel and hood material in place. Also remove the rivets securing the steel tension cable, which runs from the front header rail rearwards through the hood above each door. Finally lift the hood clear of the frame by un-hooking the flaps of material that retain the hood to the frame bows. Notice the orientation of these flaps, which wrap around the frame bow and slide into a slot the length of the bow. You will reverse this procedure when fitting the new hood to these locations.

Rear Retaining Channel (Rain Channel)

Replacement rain rails are available from us if required. If reusing the existing rain rail, it should be removed from your old hood by drilling out the rivets that are holding it to the hood. It is not necessary to re-attach the rain rail to the new hood before installation. Instead you should note the orientation of the rain rail and place it over the retaining studs inside the car.

Installing the new Hood.



Place the new hood over the frame and locate and fit the rear most frame bow retaining flap into the slot in the rear frame bow. Remember how this slotted into the retaining slot along the length of the frame bow. You may need to remind yourself the exact direction that this flap wraps around the frame bow. (From behind and under the bow, up and looped into the slot. Refer back to the old hood if in doubt). Handle with care because this flap is only lightly bonded to the inside of the hood.



With this flap in place and centralised on the frame you should now proceed to fix the hood to the bottom of the frame pillar. It is important at this stage that you pull the frame mechanism to the half lowered position. This will release the tension across the rear bow and make location of the hood to the bottom of the frame pillar much easier. A common mistake would be to stretch one side down and find the opposite side very tight to pull down. This will create an uneven tension across the rear and will result in a poor fit. Working with the frame slightly lowered takes away the tension and each side should locate evenly at the base of each frame pillar. Using the pre-punched holes in the hood locate and fix the binding guard to the base of the pillar and the side flaps to the frame pillar each side and re-fit all frame hardware and seals at this location. (Note some earlier models did not have the binding guard at the base of the pillar. They should be obtained from your dealer and fitted because they protect the bottom edge of the hood). Extending below the base of the frame pillar is a large flap of material, which locates to a bracket just behind the frame-mounting bracket. The flap of material is riveted to this bracket on each side of the car.

At this stage it is necessary to route the steel side tension cables through each side of the hood and rivet to the header rail. Also locate and fit the remaining flaps to the slots in the frame bows. Again if necessary refer to the old hood for correct orientation of these flaps around the frame bows.

You are now ready to fit the front of the hood to the header rail. You should have somebody hold the hood frame slightly open to release tension while fitting the material to the front of the hood.



Locate the flap at each front corner of the hood and using a suitable contact adhesive locate and glue it in position under the side seal-retaining channel and around the front lip of the header rail. Glue the material along the front underside of the header rail to a point just short of the header rail seal. The hood material should now be securely glued around both ends of the header rail forming a neat finish around this part of the header rail. The middle part of the hood can now be attached to the front header rail underneath the seal-retaining channel. (All screw holes are pre-punched for correct alignment). The stitched seam on the front flap should just fold around the underside of the header rail for correct overall tension front to back. Finish off by re-attaching all rubber seals.

Re-fit the Hood and Frame to the Car

You are now ready to bolt the frame back onto the car. At the rear of the car the hood is placed over the retaining studs and between the already installed rain rail. It is important that the hood material is placed between the two halves of the rain rail. This is a little bit fiddly and is made much easier if the seats are removed from the car. Also having someone hold the frame away from the windscreen to release any tension from the hood will make it much easier to locate the rear of the hood onto the studs. Get all the nuts onto the studs finger tight at first. Tighten them in an even sequence each side starting with the nuts each side nearest the car door, then the centre nut under the rear window. Next will be the nuts at the centre of the curve half way between the 1st and centre nut and so on each side in an even sequence until all are complete.

Final Adjustments

The hood fit is now complete but before you clamp the frame to the windscreen we suggest that you back off the adjusters on the windscreen clamps. Over the years these adjusters would have been tightened to compensate for the hood stretching. Your new hood will be drum tight and backing these adjusters off is very important on a new installation. Any excessive tension will soon dissipate with use. Check the door glasses close against the frame seals. The frame is adjustable for height on its elongated mounting bracket. For correct alignment you can back off the mounting bolts, fold frame back into the folded position and hold while re-tightening the bolts. Be careful to avoid trapping any material in the frame mechanism). Re-fit all trim parts previously removed.

Finally check that the hood folds without any hood material getting trapped in the frame mechanism. Rear windows should be unzipped and laid flat before folding. Pay particular attention to the frame stops located in the well just behind the frame-to-car mounting position. This is an area that can trap and damage the material. The frame stops are adjustable for height. Check this because their purpose is to prevent the rear frame bow from resting on the plastic rear window. When folded the plastic rear window should not have any pressure on it from the rear frame bow otherwise it will get pressure marks.