

FITTING INSTRUCTIONS FOR ASHLEY HARDTOP MK2-3-4 MIDGET

Fitting and painting the Ashley roof is time consuming rather than complicated, but provided you get all your trial fitting done and do a 'dry build' you should have no problems when it comes to painting the roof and fitting the windows and seals etc. When these roofs were originally made in the 1960s people were not so fussy about how closely they fitted the car and were a lot less discerning than they are today, however the fibreglass and resins and the seals are much better than they used to be which makes a better product.

Step 1

Be careful how you handle the inside of the roof because quite often there can be little splinters of fibreglass that can stick in to your fingers, we do rub them down before sending out but be careful and wear gloves if you are rubbing the inner surfaces, this also applies to the inner and outer boot lids.

At this point you can loosely attach to the roof the original windscreen over centre clamps, use the screws supplied as they are a metric thread and not the original unf (you may have to shorten the bolts)

Place a blanket or similar on the painted body of the car so it does not get scratched when you offer the roof onto the car, offer the main roof section up onto the car and line up the screen clamps, gently try to clamp them down, don't force them, if they do not clamp up look to see what is fouling and stopping them from pulling down, sometimes it is the screen corner stanchions, sometimes the clamps need slight spacing to move the roof forward.

When the roof is clamped down you are aiming for the side B pillar on the roof to line up with the B pillar on the car in a vertical straight line, if you can achieve this you can then loosely fit the side holding clamps, these are a simple L shaped bracket that has the end with a slight kink in it bolted to the roof through the fibreglass under where your side quarter window will be fitted, use a countersunk headed 6mm or 1/4 unf screw with a nyloc nut and washer on the inner side, then when it tightens up it should not hold the window sealer too proud and allow the window to still seal. The right angled end goes downwards and can be bolted to the original hardtop fitting bracket if you still have it, if not make a simple right angle bracket that bolts to the original hood frame fittings, there wants to be about 20mm between this and your roof bracket then you can pull it down with a 6mm bolt and nyloc (or 1/4unf), do not overtighten as it may break the fibreglass.

Step 2

Hopefully now you may have your roof on the car, please bear in mind the angle of the windscreen pillars will dictate where the roof sits, so if the screen is leaning back more on one side than the other then you will not be able to get the B pillars to line up, this causes the roof to sit twisted on the car and then the boot will not line up. At the back of the roof on the inside there is a return edge that sits next to the boot aperture, originally the double return then sat in the gutter around the boot frame, in the 60's Ashley supplied a bit of hardboard that sat over the boot hole so the double return would fit when there was no boot lid, but with our 3/4 boot you cannot use this return edge so slice it off if we have not already done this for you, the back of the roof should then be sitting relatively flush with the car body, it is now time to offer the outer boot lid up, fitting is the same whether you have the Kamm tail or original roundtail, please note the boot hinges are handed and will work better on one side than the other. I normally bolt the hinge to the roof first, the flat back edge lining up with the flat edge of the roof rear (not the rain gutter) I think it is about 22" between

centres but check to what looks right, then hold the outer boot to the roof with masking tape in what looks like the right place, then work out where the hinges are going to hit the boot, this is easy with the studs removed from hinges because you can slide the gasket under, then lift the hinge leaving the gasket on the boot and mark the holes and drill them out, I can guarantee you will have to elongate the holes slightly as you always need to move the bootlid to get the best fit.

If you have got this far you have done really well and have done all the complicated stuff, please never forget you are dealing with cars that were designed in the 60's and have probably had a life since then and also Fibreglass parts that were designed in the 60s when people were not too fussy, sometimes you have to compromise a little bit when fitting it all together, but the finished result will still be very special.

Step 3

Now it is time to offer up the windows and deal with the finishing details, the polycarbonate rear window is easier to deal with if you have an assistant to support it from the inside while you mark round the edges of it with a felt tip pen to enable you to see how much if any fibreglass needs to be sanded back around the window aperture, for the window to fit perfectly you need a 4mm gap between the edge of the window and the edge of the roof, this allows for the central section of the sealing rubber, and it is easier to sand the fibreglass than the polycarbonate, this is the time consuming and messy bit, but can be done off of the car and on the bench, but it needs to be done before any paintwork, the screen rubber is too long and needs to be cut to size, the joint was always at the top and the silver filler joint at the bottom, the rubber needs to go on the roof first and then with a plastic tool ease the screen into the rubber, washing up liquid helps here, I personally do not do a trial run with this, as once you have fought and got the screen in once you won't feel like taking it out and doing it all again after it is painted! And you will get it to fit if your clearances are about right

Originally the side quarter windows would open on hinges, but these are not available and were really a waste of time, the quarter windows go in after the roof is painted but offer them up first to make sure they are a nice fit, these are held in by the wide double sided tape we supply. After the roof is painted apply the double sided tape to the window frame back edge, trim off the excess with a Stanley knife and just leave the protective film on the tape for a moment, because you need to get the alloy guttering ready to fit to the roof and if you fit the quarter window before drilling I guarantee you will scratch it with the chuck of the drill as it spins.

The alloy guttering also goes on after painting and is easy to bend between your fingers and thumbs, it was originally pop rivetted on and this is the method I use, but you could use small self tapping screws, I start at the bottom of the B pillar and work my way round drilling and riveting as I go, an important tip here is be sure that you can stick your quarter window in with the guttering in place because it will make the aperture slightly smaller.

So start at the B pillar drilling and riveting every 3-4 inches, you will need longer rivets and shorter spacing on the tight curve at the quarter light end, work your way round towards the B pillar, but long before you get there calculate where the B pillar will be as the guttering needs to be snipped narrower to fit above the pillar and you need the guttering to be loose so you can get in with a pair of tin snips to shave off about 8mm where the pillar sits, after this continue onwards towards the front edge, then stop again about 10 inches from the front so you can work out where to slice the excess off, mark it with a felt tip, cut off with a hacksaw or disc cutter. About half an

inch from the front I cut a little notch in the flat section of gutter, this allows it to bend in slightly to follow the exact contour of the roof at the front and looks really neat.

Headlining, if you are fitting the headlining kit this goes in after painting and before any windows, lay the roof upside down on the bench on a blanket so you do not scratch it, to understand how the headlining will fit lay it in the roof, you will find that when it is centralised it does not quite reach the extremities of the B pillar and under the quarter windows, it will also overlap itself greatly as it reaches the tail edge so you will need a join there. Hold the headlining down gently and mark with white chalk where the main rear window aperture will be, allow a good 2 inches overlap to wrap outwards then carefully cut the section of excess material out, you will need this to finish the B post, don't worry there will be plenty left, I now normally mark with chalk the centre front of the material and the roof and the centre rear above the main window of the material and roof, because once you have glued this lot up you don't want to be lifting and repositioning.

Take the material out, make sure the inner roof is clean and dust free with no bumps that will show through the headlining, the foam side is the side to be glued to the roof the cool grey is what you see when sitting in the car, apply two good coats of the spray adhesive to the roof and the material, give it maybe 5-10 minutes to go touch dry and then go for it! Get your chalk lines lined up then work from the middle out with clean hands working into all the edges, allow a small amount to wrap around the rear window aperture that will be permanently held down when the rubber goes in, trim off any excess, and neatly make a couple of fillets for the B pillar to finish it off.

Inner $\frac{3}{4}$ boot lid, this is simplicity itself, after unbolting the original steel boot lid, drop the new one in place and reach underneath, find the original hinges and mark through the rear most bolt hole onto the underside of your new inner boot, drill a 6mm hole and attach the new boot to the hinge with a nice stainless allen bolt do this for both hinges, all you are doing is stopping the boot from moving, sometimes I put a couple of bits of the original boot seal rubber under it to lift it up and stop it chattering on the boot frame. The indents in the boot are for when we use them on race cars and have quick release fixings, you can just put body filler in them and sand them flat.

Roof seals, these are applied after the roof is painted, the flat thin ones go on the edges between the roof and the wing tops, you just cut it to size (if you have a slight gap where the top edge wing beading is simply stick a bit more on towards the inner edge where it will help seal but not be seen from the outside. The square section seal I normally apply to the top of the windscreen stuck to the horizontal face and butted up against the rear small vertical upstand.

The side wind up window seals just push on by hand exactly like the door frame ones, again you need to trim these to size.

Boot handle, you can use the original boot handle, just drill the boot and bolt the handle to it, you will probably need to reposition the hook bit compared to where it is on the standard boot, but if you have got this far I am sure you can work out where it needs to be, alternatively a pair racing type leather straps are much simpler and in keeping with the sporting image you have created.

Finally as you can tell from the length of these fitting instructions I have fitted dozens of these roofs and fronts and hundreds of people have DIY fitted them also, so I don't want any excuses, but if you do get stuck just phone, I will have the answer!