

FITTING SUGGESTIONS FOR ASHLEY SPRITE MK1 HARDTOP

FIRSTLY, DO A TRIAL RUN WITH YOUR HARDTOP AND OFFER IT UP ONTO THE CAR SO YOU UNDERSTAND HOW IT HOOKS ON, (YOU MAY WANT TO PUT A BLANKET ON THE REAR OF THE CAR SO YOU DO NOT SCRATCH IT AT THIS STAGE) THIS JOB IS EASIER WITH 2 PEOPLE, FIRSTLY LIFT THE REAR OF THE ROOF SO THE FRONT PART CAN HOOK UNDER THE LIP ON THE WINDSCREEN, THEN LOWER ROOF DOWN, MAKE SURE THERE IS CLEARANCE ON SIDES OF ROOF ABOVE THE DOORS WHERE IT MEETS THE WINDSCREEN PILLAR, IF NOT FILE IT BACK SO THERE IS APPROX A 6MM GAP, THE ROOF SHOULD NOW BE JUST RESTING ON THE CAR.

WHEN YOU ARE HAPPY THAT IT IS ALL CENTRALISED AND BACK AS FAR AS IT WILL GO YOU NEED TO MARK THE REAR FIXING POINTS, THESE ARE THE 2 HOOD FIXING FASTENERS JUST INSIDE THE WING JOINT LINE, IF YOU LOOK UNDER THE RETURN EDGE OF YOUR NEW ROOF YOU WILL SEE THE INDENTATION OF A SLOT, AS ORIGINAL THE ASHLEY ROOFS CAME WITH A SLOT SO IT WOULD FIT ALL CARS NOT DEPENDANT ON WINDSCREEN POSITIONING.

AS WE ARE JUST DEALING WITH YOUR CAR IT IS FAR BETTER AND STRONGER TO HAVE A SINGLE HOLE, THIS NEEDS TO BE LINED UP WITH THE AFOREMENTIONED FASTENER, WHEN YOU ARE HAPPY IT IS CORRECT, DRILL A 6MM HOLE IN THE CORRESPONDING PART OF THE ROOF, AND HOPEFULLY IF YOU HAVE GOT IT RIGHT THE HOLE WILL DROP ONTO THE FASTENER, YOU WILL NOW KNOW IT IS IN THE RIGHT PLACE. WHEN ATTACHING THE ROOF PROPERLY THAT FASTENER IS UNBOLTED AND SWAPPED FOR A 5MM NUT AND BOLT WITH NICE LARGE SUPPORTING WASHERS, THIS IS WHAT HOLDS IT IN PLACE AT THE REAR.

AT THE FRONT THE ROOF IS BOLTED TO THE FLAT SECTION OF THE WINDSCREEN PILLAR, YOU WILL FIND IN YOUR KIT TWO 45 DEGREE BRACKETS WITH 5MM SCREWS AND BOLTS, WITH THE ROOF IN PLACE OFFER UP THE BRACKETS AND MARK THROUGH THE HOLES IN BRACKETS TO MARK THE ROOF AND PILLARS, DRILL THE ROOF AND PILLARS 5MM AND DO A QUICK CHECK WITH THE BRACKETS TO MAKE SURE IT ALL LINES UP AND WILL BOLT UP SQUARE. THIS IN EFFECT IS THE ROOF FITTED NOW.

PAINTING AND PREPARATION.

WITH THE ROOF REMOVED OFFER UP THE CURVED REAR WINDOW INTO THE APERTURE, THERE NEEDS TO BE 3-4MM GAP ALL ROUND THE WINDOW TO ALLOW FOR THE RUBBER TO FIT, IF IT IS TOO TIGHT IT IS A STRUGGLE TO FIT, I NORMALLY SAND THE FIBREGLASS RATHER THAN THE POLYCARBONATE AS IT IS MUCH EASIER TO RUB BACK. WHEN YOU ARE HAPPY WITH ALL THE FITMENT AND EDGE GAPS YOU ARE DONE HERE. THE RUBBER IS PURPOSELY LEFT TOO LONG AND FOR YOU TO CUT TO SIZE, AFTER ALL PAINTING IS DONE, WE ATTACH THE RUBBER TO THE ROOF AND THEN PUT THE WINDOW IN THE RUBBER, WITH THE JOINT AT THE BOTTOM EDGE AND THE SILVER JOINT AT THE TOP EDGE. WE NORMALLY PRIMER WITH 2 PACK AND THEN PAINT WITH 2 PACK BUT AT NORMAL TEMPERATURE NOT IN AN OVEN AS THIS CAN CAUSE THE FIBREGLASS TO BLISTER. WE USUALLY PAINT THE INSIDE OF THE ROOF AT THE SAME TIME TO MATCH THE OUTSIDE.

SIDE WINDOWS AND SEALS

THE SIDE WINDOWS ARE NON OPENING NOW AND WE USUALLY ATTACH THEM WITH THE DOUBLE SIDED BLACK BODY MOULDING TAPE WE HAVE SUPPLIED, BY APPLYING IT TO THE INSIDE EDGE OF THE POLYCARBONATE AND CUTTING IT NEATLY SO IT LEAVES ABOUT A 13MM BAND AROUND THE EDGE, YOU COULD ALTERNATIVELY MASTIC THE WINDOWS IN BUT YOU HAVE TO HAVE A NEAT FINISH FROM THE OUTSIDE.

THERE ARE 2 SIZES OF SEAL SUPPLIED WITH THE ROOF, THE WIDER FLATTER ONE ATTACHES TO THE UNDERSIDE OF THE ROOF ALL AROUND THE REAR EDGES TO CUSHION AND SEAL, AND THE THICKER ONE IS AN ATTEMPT TO STOP WATER COMING IN ABOVE THE SCREEN , THIS WAS NEVER TOTALLY SUCCESSFUL THOUGH.

THE ALLOY GUTTERS I NORMALLY FIT WHEN THE ROOF IS ON THE CAR AND PAINTED AND IT CAN EASILY BE BENT BETWEEN YOUR FINGERS AND THUMBS, I START ON THE BOTTOM EDGE JUST BEHIND THE B PILLAR AND WORK MY WAY ROUND, DRILLING AND RIVETTING WITH 3.2MM POP RIVETS AS I GO, AS YOU GET CLOSE TO THE TOP OF THE B PILLAR IT GETS NARROWER ON THE ROOF SO YOU HAVE TO CUT A NOTCH OUT OF THE GUTTER WITH TIN SNIPS TO

ALLOW IT TO SLOT IN CORRECTLY, KEEP GOING PAST THIS AND WHEN YOU ARE ABOUT 35CM FROM THE FRONT OF THE ROOF CALCULATE WHERE YOU NEED TO CUT THE EXCESS GUTTER AND GENTLY SAW THROUGH IT WITH A HACKSAW BLADE AND FILE SMOOTH.

THE SIDE CURTAIN SEALS SIMPLY PUSH ON THE EDGES AND NEED TO BE TRIMMED TO SIZE.