Supplemental Information & Instructions for
457-535 Hood Support, Telescoping, Self Triggering
MGB, 1971 – 80

These telescoping hood props replace the original telescoping prods supplied by the factory on MGBs from serial number (C) 219001 on, or 1971 through 1980. They will not work as replacements for the solid steel prop rod used on the MGB prior to 1971. The original telescoping prop rods fitted from 71 on are about 24" long, and these are about 28 " long, which will hold the hood up higher. This is a real improvement. Anyone that has smacked the back of their head on the hood safety catch will know what we are referring to!

Original Hardware (Re-Use or Replace; none of this comes with the support)

1A	322-247	GHF101	Bolt, Hex, ¼ UNF x 1"
1B	457-460	BHH298	Spacer, prop rod to end bracket.
1C	-	-	Bracket, lower, for end of prop rod (attached to fender)
1D	310-690	GHF275	Washer, flat, ¼ (not used originally, many cars have them)
1E	310-765	GHF221	Nut, Nyloc, ¼ UNF
1J	322-247	GHF101	Bolt, Hex, ¼ UNF x 1"
1K	457-460	BHH298	Spacer, prop rod to end bracket.
1L	-	-	Bracket, upper, for end of prop rod (attached to hood)
1M	310-690	GHF275	Washer, flat, ¼ (not used originally, many cars have them)
1N	310-765	GHF221	Nut, Nyloc, ¼ UNF

Tools

Socket, 7/16", and ratchet drive, box end wrench, 7/16", screwdriver (for screws securing upper bracket to hood

Hardware

The hardware you will need to buy depends on how the telescoping hood support is mounted now. After you have removed the original hood support, check and see what you have.

(2) 310-765	GHF221	Nut, Nyloc, ¼ UNF (can be re-used if you have them)
(2) 310-690	GHF275	Washer, flat, ¼ (not used originally, many cars have them)
(1) 322-247	GHF101	Bolt, Hex, ¼ UNF x 1" (can be re-used if you have them)
(1) 322-170	GHF117	Bolt, Hex, ¼ UNF x ½" (for upper mount, may need to obtain one)
(1) 457-460	BHH298	Spacer, for mounting bolts, (can be re-used if you have them)

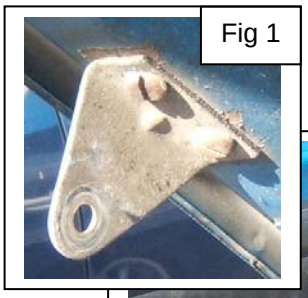


Fig 1

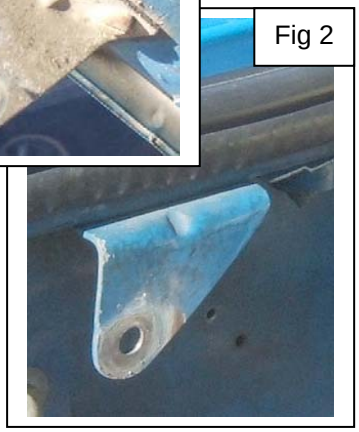


Fig 2

INSTRUCTIONS

1. Open the hood and support it with a stick.
2. Loosen and remove the nuts and bolts that secure the old prop rod. Set them aside- you may re-use some of the hardware.
3. The upper bracket (Fig 1) is attached to the hood, usually with two sheetmetal screws.
4. The lower bracket is shown in (Fig 2). *The brackets may be on the left or right side of the engine compartment depending on where the car was sold.*
5. Locate the bottom end of the new prop rod. The outer slide (3A) has a recessed hole for the head of the ¼" bolt (3C). The lower end of the inner slide has a rectangular hole; a section of the slide has been punched in to form the "trigger" (3B) that activates the catch.
6. Put a bolt (1/4 UNF x 1") through the hole in the outer slide (4C) so the head is in the recess. Look up through the open end of the support assembly as you move the inner slide so the "trigger" (4B) moves past the head of the bolt. The tab of metal (4B) should clear the bolt head. ***If it does not clear, the inner slide will stop dead when the trigger hits the bolt head. As a direct result the telescoping slides will not collapse enough to allow the hood to close properly. Do not proceed until this is corrected.***

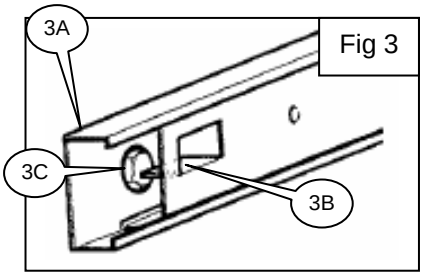


Fig 3

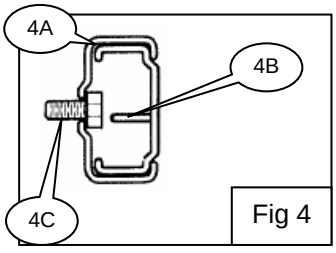
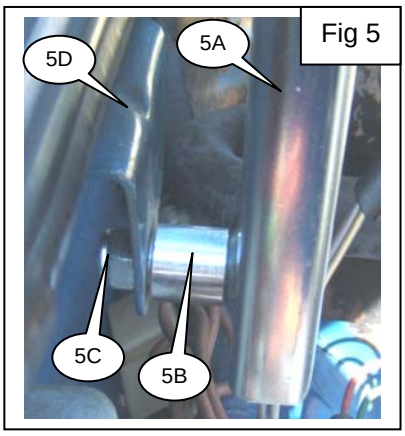


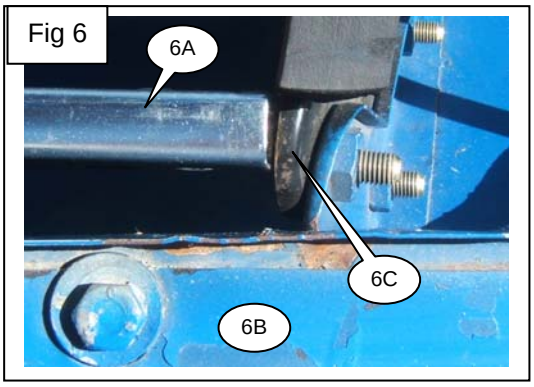
Fig 4

7. Mount the lower end of the outer slide (5A) to the lower mounting bracket (5D). Note that the bolt goes through the outer slide, then through the spacer (5B), through the bracket (5D), and it is secured with a Nyloc nut (5C, 1/4 UNF) . *We found the spacer essential in moving the support out away from the equipment mounted to the inner fender on the RH side of this US spec car. Without the spacer the support actually hit the lip of the channel in the fender up by the radiator support.*



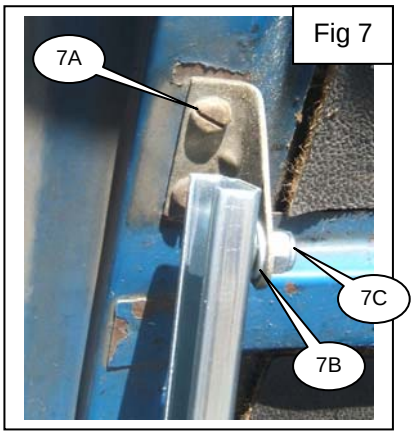
8. Check the clearance between the outer slide and the radiator support. Push the inner slide all the way inside the outer support. If it won't go all the way inside, review steps 5 & 6 above.

9. With the inner slide all the way inside the outer slide, lower the outer support (6A) down until you can see where it clears (or not) the radiator support (6C). The channel in the fender is visible also (6B). *If the outer slide hits the radiator support you may have a vehicle that was damaged in the front, or the rear mounting bracket was mounted a little farther forward than normal. In any case some modification will be needed to fit the telescoping support.*



10. Examine the upper mounting bracket. (7A). Note the orientation in Fig 7 and compare it to Fig 1. We have flipped the bracket around. It needs to look like the bracket in 7A in order for the support to line up properly. We also re-bent the bracket a little to make it more of a 90° angle to get a better alignment.

11. Place the ¼ UNF x ½" bolt through the hole in the inner slide. Slip a ¼" flat washer (7B) onto the bolt (it will separate the inner slide from the bracket), then push the bolt through the hole in the upper bracket. Thread a ¼" UNF Nyloc nut (7C) onto the end of the bolt and tighten it.



12. Tighten both the upper and lower bolts/nuts as much as you can without interfering with the operation of the telescoping support. This will reduce the rattle to a minimum. it as much as possible wile leaving the bolt free to pivot

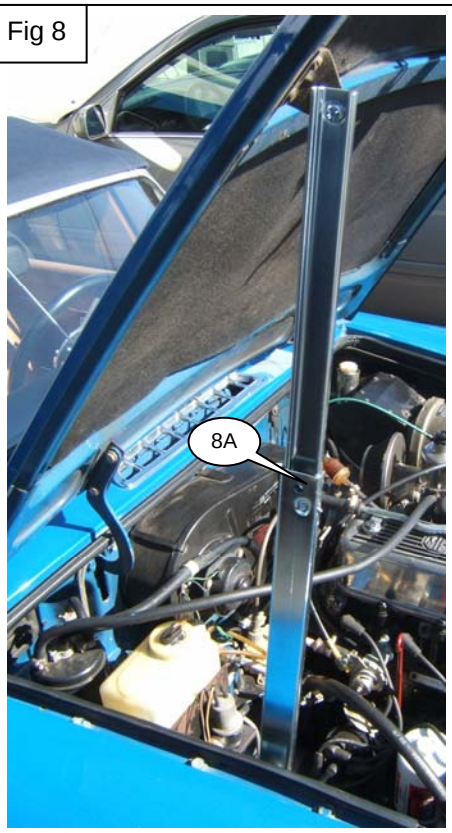
13. Support the hood with one hand while you remove the wooden prop that has been supporting the hood.

14. Raise the hood up all the way until the trigger hits the catch; the hood will not go up any farther. Lower the hood slowly; the catch will engage the slot in the outer slide and the hood will stay open. *You will notice the hood opens farther than it did with the original telescoping support.*

15. Now raise the hood up all the way; the trigger will disengage the catch and as you lower the hood the telescoping slide will collapse and you will be able to close the hood. *Repeat the process a couple of times to familiarize your self with the automatic locking and unlocking of the catch.*

16. There are holes (8A) in the inner and outer slides that line up when the hood is open. We strongly suggest that you insert a bolt through the two holes anytime you have the hood open while you are working on the car. That will prevent the hood from coming down if it is accidentally pushed up to the point where the trigger could disengage the catch.

Fig 8



A Word of Caution

Operation of the automatic hood support is simple. Release the hood, and raise it until you hear the trigger engage the catch. Lower the hood slowly until the hood is resting on the extended and locked hood support.

To lower the hood, PUSH UP until the hood stops; you will hear the trigger contact the catch. Lower the hood slowly, paying careful attention to the slides. If the catch does not disengage, pulling down on the hood will bend it. You won't do it, but your friends, relations, and they guy at the local gas station don't know about this and a very expensive bend is a heartbeat away.

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