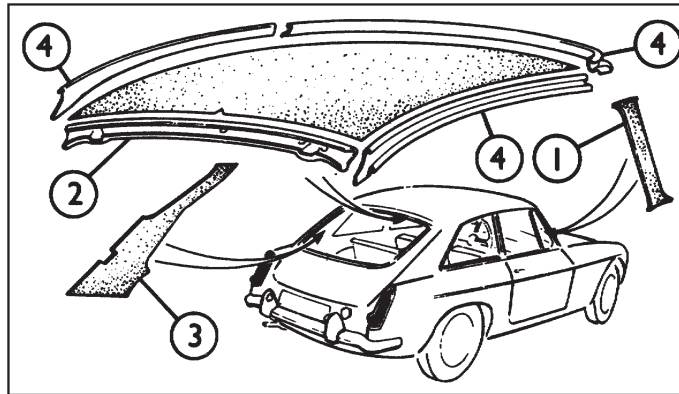


MGB GT Headliner Kit Final Inspection Sheet

Illustrations:

- 1. R/L A-Post Finisher
- 2. Covered Fiberglass-
Rear Hinge Cover
- 3. Pair of Covered Rear Sail Panels
- 4. Pre-Cut Pieces of Fabric or Vinyl-
Upper R/L Rail Covers



- 643-900 Grey PCV Original Headliner
 - 9 Grey PVC per foot
 - 1 Foam 1/4" grey (2 ft)
 - 4 Foam 1/4" Landau 1 ft
 - 2 Finisher, A Post (pair L & R)
 - 1 RH Panel (use 090-301)
 - 1 Rear Sail Panel (pair L & R)
 - 1 Fiber glass Hinge Cover

- 643-905 Tan Fabric Deluxe Headliner
 - 9 Fabric, tan ashton H/L ft. (9)
 - 1 Foam 1/4" grey (2 ft)
 - 4 Foam 1/4" Landau 1 ft (4)
 - 2 Finisher, A Post (pair L & R)
 - 1 RH Panel (use 090-301)
 - 1 Rear Sail Panel (pair L & R)
 - 1 Fiber glass Hinge Cover

- 643-915 Grey Fabric Deluxe Headliner
 - 9 Fabric, grey ashton H/L ft.
 - 1 Foam 1/4" grey (2 ft)
 - 4 Foam 1/4" Landau 1 ft (4)
 - 2 Finisher, A Post (pair L & R)
 - 1 RH Panel (use 090-301)
 - 1 Rear Sail Panel (pair L & R)
 - 1 Fiber glass Hinge Cover



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Installation Instructions:

Before the removal of the old headliner, orientate yourself with the original headliner, or another example if your car has been tampered with. Also check the contents of the GT kit ordered, and make sure that it is complete from the check list, and that there is no damage to any of the parts. Note that the sail panels have a set curve in them and are ready to install, as is the rear hinge cover. The center portion of the headliner varies from original, although, when installed has the same appearance as the moulded fiberboard unit.

Please read through these instructions thoroughly to familiarize yourself with what is involved, so as not to damage your GT or your headliner kit. You will need normal hand tools, such as a #1 and #2 Phillips head screwdriver, flat blade screwdriver, single edge razor knife, awl, tape measure, yard stick, chalk, upholstery scissors, headliner stuffing tool, a can of neoprene adhesive (Moss Part # 221-560) and a throwaway 2" paintbrush. For preparation, a #1 or #2 putty knife, 80/100/120/150 grit sandpaper, wax and grease remover solvent, 3/4" masking tape, and a can of lacquer spray primer will get you set to do the job properly. We recommend a thorough soaking of the four hinge cover screws on the "B" Post Finisher, which are self tapping, and of the four machine screws underneath that hold the quarter windows at hinge pivot with penetrating oil. It is a good idea to remove the four #4 self tapping screws holding the finisher cover in place and soak the four machine screws the day before you work on your GT. You should also closely inspect condition of the door seals and the rubber quarter window seals for possible replacement, as they must be removed from the car to install the headliner kit. A proper work environment is helpful. If a picnic table is available, covering it with a portion of a corrugated cardboard box or old blanket makes a very good work surface, Locating this close to your car, along with all of your tools will remove much frustration and lost time.

1. Removal and installation of components is fairly sequential. Begin with the rear quarter windows as outlined above. Actual sequence is to remove the finisher cover screws, inside two rear latch screws and then the four machine screws holding the pivot or hinge for quarter windows.
2. Carefully remove the quarter window rubber seals and both of the door seals. Remove and keep the seven or eight spring clips at the top of the door opening and the upper part of "B" pillar post on each side of the car that slip over the body pinchweld.
3. Remove both inside upper quarter rails, which will enable the sail panel cover panels to be carefully pried off with a long flat blade screwdriver. The clip and socket assemblies are Moss Part # 803-420 and 226-695; these will have to be replaced if they are broken or missing.
4. The rear hinge cover can now be dropped, and the main headliner section pulled out through the open rear hatch. Don't concern yourself with damage to this piece, as the components in the kit will replace them.
5. Proceed to the front of the car, remove both sunvisors, the inner brackets, rearview mirror, and "A" pillar finisher strips. It is wise to put all of the screws, hardware, ect. in a separate container as you remove it, for reassembly later.
6. Vacuum formed vinyl film front and side rail pieces should be pulled free of upper sheet metal rails and the leading edge vinyl strips on "B" pillar, upper quarter covers behind rails, and the leading edge vinyl strips of the rear "C" pillars.
7. Thoroughly clean and scrape ALL sheet metal surfaces of glue residue, rust and scale. If you elect to sand the surfaces and seal with primer, use lacquer primer only. The solvents in neoprene adhesive will attack enamel finishes, and cause you nothing but grief upon installation of your headliner kit.
8. Start with the front windshield header piece first. Fold the material in half and mark a center line on the backside. Position the material on the rail, aligning the chalk mark with the rear view mirror center screw. While holding it in place with one hand, begin in the center and work out to the sides, gluing about six inch sections at a time. Lightly coat both backside and rail, allow to "tack up" for a few minutes, and press a piece. A headliner stuffing tool works well herein conjunction with your hands, especially in the curve areas of the rail. If the windshield is out of the car, this piece is a snap to do. Otherwise material can be trimmed on the bottom edge to fit approximately 3/8" below the top lip of the windshield gasket, and carefully worked below the lip of the entire gasket. If the gasket is old and hard, use patience and care in doing this, as the top edge is the finishing line for the front rail cover. A worthwhile tip is to thoroughly clean the gasket with vinyl cleaner or solvent prior to gluing material onto rail, which will keep the transfer of dirt, ect. from getting on the front side of the cover. Wipe the backside of the gasket lip with a rag and stuffing tool especially.



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9. All holes for visors, ect. can be punched through material with the awl as you glue the material in place while working up to each hole location, Do this now, as holes are difficult to locate once the rail is covered up.

10. The next piece to install will be the leading edge of the rear "C" pillar. Follow this with the cover piece of the upper quarter window. A nice 1/4" fold may be made at the bottom back corner of the quarter window to finish it off.

11. The upper side rail covers are installed with a 3/8" glued fold at the front edge. There is a notch in the material denoting the front. A good starting point for this rail cover is at the back of the "A" pillar finisher strips. Trim off the excess material underneath the overlap of the front header cover to prevent "ghost line" of over lap. these two pieces, unlike the other pieces in the kit will start gluing at the front edge and not the middle. It is wise to chalk a starting point to prevent gluing from getting on the visible piece of the header cover. Work toward the rear of the car and terminate material, overlapping at the top curve at the "C" pillar. It is not necessary to fold back the edge here, as the seam is hardly visible. The proper over hang of material on the top edge of the front side rail should be about one inch, measured from the top radius of the angle fold of the sheet metal rail towards the outside of the car. The material will be glued to the top of the metal rail, with excess tail protruding down into the outer roof area of the car.

12. Insert in the center of the car is installed in two steps: First the 1/4" Landau Foam is glued directly to the roof, then fabric or vinyl material glued to the foam. DO NOT attempt this in direct sunlight, as the adhesive will not bond properly to a hot steel roof. It is wise to trim back your finger nails before installation, because the Landau foam can be gauged if you get a little active in handling it. A stuffing tool used carelessly will produce the same results. Before gluing the 1/4" foam to the roof, yo might want mark the front edge of the rear hinge cover on the underside of the roof to insure that both foam and material will fall behind the front edge of the cover.

13. Start by making a center line, front to back, then side to side on the underside of the roof with chalk. Do the same procedure on the backside of the Landau foam with chalk or a marker. Position the foam to the underside of the roof, aligning these marks. While holding the foam in place, begin gluing a small section at a time, using the same method as with the surrounding rails. Work front to back and side to side. Make sure that the neoprene adhesive is just tacky to the touch for a proper bond. DO NOT glue foam within 4 to 5 inches of the top edge off the front / side rails, as some of the foam will have to be trimmed. You may determine just how to trim of the edges by pushing in toward the top of the rail, and marking one inch down. After trimming of the excess foam start at the back corner, glue and stuff the outer sections under the rails, working your way around the car. It is not advisable to let the adhesive set up quite as much for this portion of liner installation. It is also wise to wipe off the top edge of the material on front/side rails, thus preventing the transfer of the outer covered portions. A better bond of vinyl or fabric material to the Landau foam can be obtained bu lightly sanding of the skin of foam after installation in the upper roof with 120 -150 grit sandpaper on a rubber 5" sanding block. Extreme care must be taken when doing this, as gouges or sanding lines in the foam will transfer to the front side of the covering material when installed.

14. The same marking procedure is repeated for the vinyl or fabric cover that was used to position the Landau foam to the inner roof. Use of chalk is recommended here, as some marks will eventually transfer through to the outside of the vinyl or fabric material. It is extremely important to apply a uniform amount of glue to the material and foam on the center cove for a smooth appearance. If the foam and material are bonded "wet", you will trap solvents between the two pieces, resulting very unsightly bubbles, especially typical with the vinyl headliner kit.

15. Trim off the excess material from the bottom edge of the side rails over door and quarter windows. This can be best accomplished with a single edge razor blade, using the bottom edges of the sheet metal flanges as a guide. The final pieces to install will be the "B" pillar covers on the car. Glue a 1/4" fold at the top edge before installation, which will finish off that area alittle better than British Leyland did originally. Again, trim off the excess material on the front and rear sections with a single edge razor blade.

16. Reverse steps 5 - 1 to complete your headliner installation. If You Used Moss Upholstery Adhesive # 221-560, the best clean up solvent is DuPont Prep-Sol PN Y3919S. DO NOT use paint or lacquer thinner, as it will damage both vinyl and fabric material. For professional results, constant cleanliness and much patience will yield a job you can be proud of.



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