

MGF Bonnet Release Cable Replacement

Installation Advisory

Required tools:

10mm spanner/socket,
8mm spanner,
pliers,
thin wire.

Cable Removal

Undo the bolts that hold the slam panel and then prise the latch assembly out between the slam panel and the boxed in radiator. Undo all the bolts that locate the slam panel and the bolts that hold the radiator top locating plates with their rubber inserts. Once it's been released the radiator can be gently pulled back and the cable and the latch assembly pulled through the gap between the top of the radiator and the panel. It may be possible to accomplish this task from below the car.



Once the latch is exposed the front end of the cable can be unclipped with the help of a pair of pliers. If the latch assembly is looking corroded and partly seized now is a good opportunity to give it a thorough wire brushing and lubricate all the moving parts liberally.



With the end disconnected it is now a case of withdrawing the cable through the bodywork of the MGF. The cable is routed through the driver's footwell and then along the side of the cockpit, up the rear of the door aperture and then through into the boot. There are various rubber grommets that ensure the cable is located and does not chafe against any sharp edges of the bodywork and these will have to be prised out as the cable is withdrawn. The replacement comes with all the new grommets required to fit it into place.



Lifting the carpet clear of the side of the cockpit reveals the cable route and the run of clips that are fitted to ensure it follows a set path, which it shares with the throttle cable and is clipped alongside. As you withdraw the cable make note of the path it takes and the clips that hold it down.

The cable unclips from its guides behind the driver's door. Unclip the rear of the soft top and take out the carpet and sound deadening material. The cable can then be clearly seen and subsequently pulled through its rubber grommet back into the top of the engine compartment. Detach it from the pull handle by unbolting the two 8mm locating nuts. The cable can now be removed.



Cable Replacement

Start by working backwards, taking time and care to locate and refit the grommets. There are round holes at either end as you feed the cable through. It tends to droop under its own weight and will not pass cleanly through the hole on the opposite end. To overcome this, take a length of thin wire and feed that through from the other end, twisted it around the loop of the new release cable and then pulled it all through the box section.



Feed the cable across the footwell and up, through into front bonnet area via a hole at the top of the footwell. Once the cable is through the grommet, it has to be pushed back into place. Clip the cable into place inside the front boot and fed through the last hole into the space beneath the slam panel.



Clip the end of the new cable onto the latch assembly and push back into the space beneath the slam panel. The latch has captive nuts and it is quite easy to re-attach it to the slam panel. Before tightening the latch bolts it will be necessary to lower the bonnet and align the latch with the locking pin. Once they meet successfully the bolts can be fully tightened. Before shutting the bonnet have an assistant operate the lever to ensure it operates the latch effectively.



MGF/TF Bonnet Latch Shield – K785

Located on the underside of the slam panel, the bonnet latch shield on MGFs & TFs is designed to protect the bonnet latch and striker assembly from road grime leading to corrosion which can make for difficulty in opening the bonnet and additionally serves to prevent thieves from making unauthorised access to the car. Manufactured in the UK from stainless steel, the cover is pressed and tig welded, supplied complete with stainless steel fixings.

