

MGF and TF Hood to Door Glass Seal Replacement

MGF and TFs have common issues with erroneous door window adjustment and specific faults such as broken window stops. These conditions conspire to put unintended stress on the glass to hood frame seals and the result is often poor weather protection.

Hood seals come in two sections, a top section in two parts that are joined by a small tab and a rear vertical section.



Image. 1

Image 1 shows the raised position of the door glass and note the straight edge line between the glass front edge and the 'cheater' (door mirror mounting) front edge, where they close onto the windscreen pillar. If the glass meet with the cheater creates a 'step', and usually this is a step up with the glass, then before any hood seals are renewed the correct door glass position when fully raised has to be addressed first, otherwise a new seal could be damaged in double quick time.



Image. 2

Image 2 shows a typically indented seal from the glass which in image 3 is on the left and shows the clear indentation that in time even with a correctly adjusted door glass will see a reduction in the weather protection.



Image. 3

Removal of the old hood seals starts by releasing and partially raising the hood as seen in Image 4 and it helps to have an assistant present to hold the hood in this position whilst the following actions are followed.



Image. 4

Firstly there is a small Scrivet (plastic rivet) holding the front edge of the seal to the hood header rail. This needs to be carefully withdrawn, ideally with a trim clip tool, but a good alternative is a pair of wire cutters as long as you do not squeeze too tight as seen in image 5. The Scrivet is just an interference fit and is to be refitted with the new seal.



Image. 5

Next remove the nut from the stud (arrowed by the screwdriver in image 6) that is holding the seal into the front edge of the hood frame channel. Note where the ends of the seat fit in their channels and make a small mark on the channel for reference when refitting the new seal.



Image. 6

The front of the seal is now eased out and can be gently peeled out of the channel as seen in image 7.



Image. 7

Note that the ends of the seal may be fixed to the channel with a small dab of glue and a little additional help with a flat blade screwdriver may be needed as seen in image 8.



Image. 8

Now is time to remove the stud from the removed top seal and fit it into the preformed hole in the new seal as shown in image 9, noting that with a little stretching of the rubber the stud WILL fit in as can be seen in image 10.



Image. 9



Image. 10

With a liberal coating of liquid soap on the foot of the new seal and in the channel on the hood frame it is time to slide in the front section of the seal, which should slide in and align to the position mark previously made as shown in image 11.



Image. 11

The rearward part of this top seal also needs to be fed into its section of channel, again with the help of the liquid soap and being a shorter section should not present difficulty being slid in from the front and aligning with the end mark previously made.

The separate vertical seal section now needs to be fitted and even with liquid soap to ease fitting it is expected that the seal will only slide about half way in before it binds. This then dictates the seal be manually fed into its channel by first engaging the rear (blind) side of the foot on the seal into the rear part of the channel and then with a blunt tool gradually pushing the front part of the foot into the front section of the channel as shown in image 12. This is a fiddly task but as the overall length isn't that long it is not that much of a problem.



Image. 12

Check the fitted position of this seal against the previously made mark and then consider using a small dab of glue at the top of this seal as shown in image 13 to secure it against the channel and discourage movement.



Image. 13

Finally move back to the front seal and engage the stud through its hole and refit its nylock nut as shown in image 14, and then finally refit the Scrivet that holds the front edge of the seal in the header rail as shown in image 15.



Image. 14



Image. 15

Finally when the door closes and the window is raised then the glass should sit with slight compression of the seal as per image 16.



Image. 16

Initially you may have to gently push on the glass when the door is closed, or when in the car lower and raise the window to see this compression. This may take a couple of weeks of repeated fine tweaking before settling to the correct position and during this time some treatment of the seal with a silicone lubricant helps accelerate this settlement. This small degree of owner input will help to provide a much longer service life for the new seal.