



VINTAGE RAGTOP INSTALLATION INSTRUCTION

BEGIN BY MARKING THE CUT LINES ON THE ROOF ACCORDING TO DIAGRAM



Figure 1

Make a mark in the center of the roof 6" back from windshield rubber molding. Make additional marks 8.75" in from each rain gutter above rear edge of door (fig. 1 & 2)



Figure 2

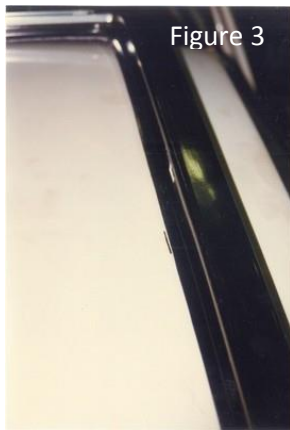


Figure 3

Set the frame on to your roof. The marks you just made should line-up with the inside of the frame on the front and sides (fig. 3). Once the frame is in place and centered, draw a line completely around the inside edge of the frame (fig. 4). Remove the frame and set aside.



Figure 4

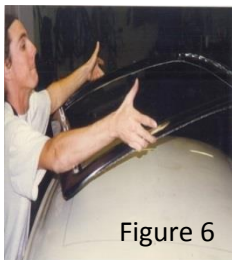


Figure 6

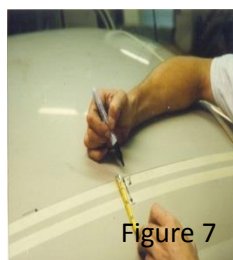


Figure 7

Now, out-size the hole using masking tape. The finished line for cutting purposes is 2" wider along the sides and $\frac{3}{4}$ " bigger on the front and rear edges (fig. 6 & 7).

The final step in marking the hole is to add a radius to the corners. For this step, use any standard aerosol spray can for the proper curve (fig. 8).

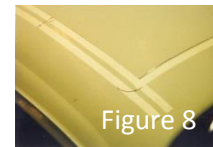


Figure 8

YOU CAN CUT YOUR ROOF USING A RECIPROCATING SAW (sawz-all) OR A COMMON JIG SAW WITH A FINE TOOTH METAL BLADE.

HEADLINER NOTE:

If you plan on replacing your headliner, there is no better time than now to do it. In this case, rip out old headliner before installing the ragtop kit.



If you plan on retaining your headliner, you will need to drop it out of the way during this installation. You can do this by removing the metal bows that support the headliner.

(An alternative to dropping the headliner is also available if you have access to the specialized tools. You can cut through the roof sheet metal using a nibbler or shears without damaging the inner headliner (see photo). Once this hole is cut and metal set aside, remove the metal headliner support bows.)

CUTTING YOUR HOLE:

Next, create a slot in the roof for the saw blade using a die grinder by making a slice through the sheet metal along the cut line wide enough to insert the saw blade. You can also use a step drill as pictured (fig. 9)



Cut all of the way around the line and lift out the top. It is helpful to have someone inside of the vehicle to support the roof during this step.

Lift out the roof and discard.

INSTALLING THE FRAME:

First, test fit the frame. It should drop freely into the hole. If not, trim the roof sheet metal as necessary.

NOTE: There are two ways to install this kit. The standard directions follow. If you choose however, the frame can be installed from the underside of the roof sheet metal and molded in for the most original look (see photos).

Although the trim ring can be installed using a variety of fasteners, we recommend using urethane windshield blue to fasten the ring to the top of the car, thus eliminating any visible hardware (3M Superfast Windshield Urethane). This type of adhesive allows plenty of working time and usually requires at least several hours to completely cure.

For faster drying time, you can use a fiberglass reinforced body filler like Evercoat Kitty Hair. While curing times are as fast as two minutes, the quick and proper placement of the frame onto the roof is essential with short working times.



1. Set top frame in place on the car, Being sure that the side with the latch slot and raised lip is toward the front of the car.
2. Draw a line on the roof all of the way around the frame.
3. Remove frame and set aside. Place masking tape around the mark on the outside. This will prevent excess adhesive from getting on to the painted roof and avoid unnecessary clean up time.
4. When you are satisfied with trim placement, apply enough adhesive to the underside of the part and clamp it in place on the car. You may also use masking tape or clamps to help secure the part on to the car until adhesive has a chance to completely set up. Once the part is clamped in place, take the time now to clean up any excess adhesive before it cures.
5. At this step you can either leave the frame finish as it is or finish and paint it the color of your car. If you choose to leave it, run a clean bead of black silicone around the frame to prevent any water seepage. If you are going to paint the frame to match your car, you can either paint it now and silicone the edge or use a seam sealer around the frame first, and the paint it.

Once the glue is dry, cut out the center of the headliner to get it out of the way. Trim the headliner about two inches to the inside of the frame all of the way around (fig. 18)





INSTALL THE HEADLINER:

This is one of the trickier parts of the installation. Glue the front edge of the headliner to the bottom of the header bow according to the photographs.

This is easiest done with the fiberglass header bow cap not attached to the header bow.

NOTE: That the headliner hold down strip (1/2" Aluminum strip with pre-drilled holes) is installed on the top side of the headliner using sheet metal screws. Once the conversion is done, this part will not show.

Now the rear top hold-down (fiberglass rear trim piece) can be pre-installed. Set the part in place on the top of the frame along the rear. Drill hole through the roof sheet metal using a small drill bit (1/8"). Next, remove the part and ream out all of the guide holes just drilled with a 5/16" drill bit. This will allow for easier installation once the top is glued in place over the rear hold down.

Once the holes are drilled, attach black flat head machine screws through the hold-down using a self locking nut (fig. 20)





INSTALLING THE RAGTOP:

This step is the most crucial to a professional and proper looking rag installation. When the sunroof is open, your new top will look great whether your installation is perfect or terrible, but when the top is closed, you are looking for a wrinkle free, snug fit.

This is a step that you may or may not want to leave to an upholstery shop or convertible top shop.

If you choose to install the top yourself, use a spray contact cement. Pull and tape the top in place as shown in the series of photos. Mark the front and rear edges with chalk (The front edge of the header bow and the rear edge of the rear hold-down strip. These will serve as gluing reference points).



After gluing, place ends of the bows in to pockets sewn in the top (fig. 31).

When the ragtop is completely installed, retain



original or new headliner using the black pinch molding supplied and trim off any excess headliner material (fig. 42).



Finally, install the ribbed rubber seal along the front edge of the header bow.



CARING FOR YOUR NEW TOP:

The top material is the same as would be used to manufacture any convertible top. Keep clean with any mild car wash soap.

Periodically lubricate the aluminum rails using a spray silicone.