READ ME FIRST!!!!!! KC1902A

1962-64 CONVERTIBLES

IF THIS IS YOUR FIRST CONVERTIBLE TOP-PLEASE ALLOW UP TO A FULL DAY FOR INSTALLATION & EXPECT TO NEED A HELPER. THIS IS NOT LIKE DOING MECHANICAL WORK WHERE IT EITHER FITS OR DOESN'T - IT IS DIFFICULT TO START THE TOP IN THE "EXACT" RIGHT PLACE BUT AS LONG AS YOU ARE "CLOSE" IT WILL COME OUT FINE. BESURE TO ALWAYS REPLACE THE SIDE PADS.WHEN YOU ARE DONE-IF THE TOP SEEMS ALITTLE "FULL"-YOU CAN EVEN USE A SPRAY BOTTLE & MIST THE INSIDE & THEN PUT IT IN THE SUN- THIS CAN SHRINK & TIGHTEN A TOP CONSIDERABLY-THIS HAPPENS NATURALLY OVER A FEW MONTHS IN ALL BUT THE DRIEST LOCATIONS.

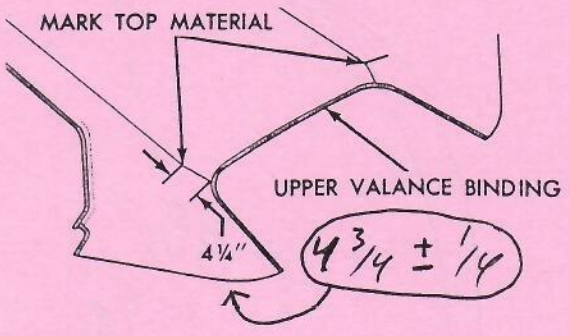
DO NOT-START RIGHT OUT BY TACKING OR CUTTING "PERMAMENTLY"- ASSUME THAT YOU'LL HAVE TO MAKE MINOR CHANGES! MAYBE SEVERAL TIMES!! ESPECIALLY WHERE THE TOP & BOTTON OF REAR WINDOW ATTACHES TO THE REAR "TRIM STICKS"- DO NOT CUT OFF ANY EXTRA BELOW THE TRIM STICKS OR AT THE FRONT HEADER BOW UNTIL YOU ARE SURE EVERYTHING IS PERFECT!

DO-READ THIS PAGE & ALL OTHER PAGES BEFORE YOU ACTUALLY GET STARTED!

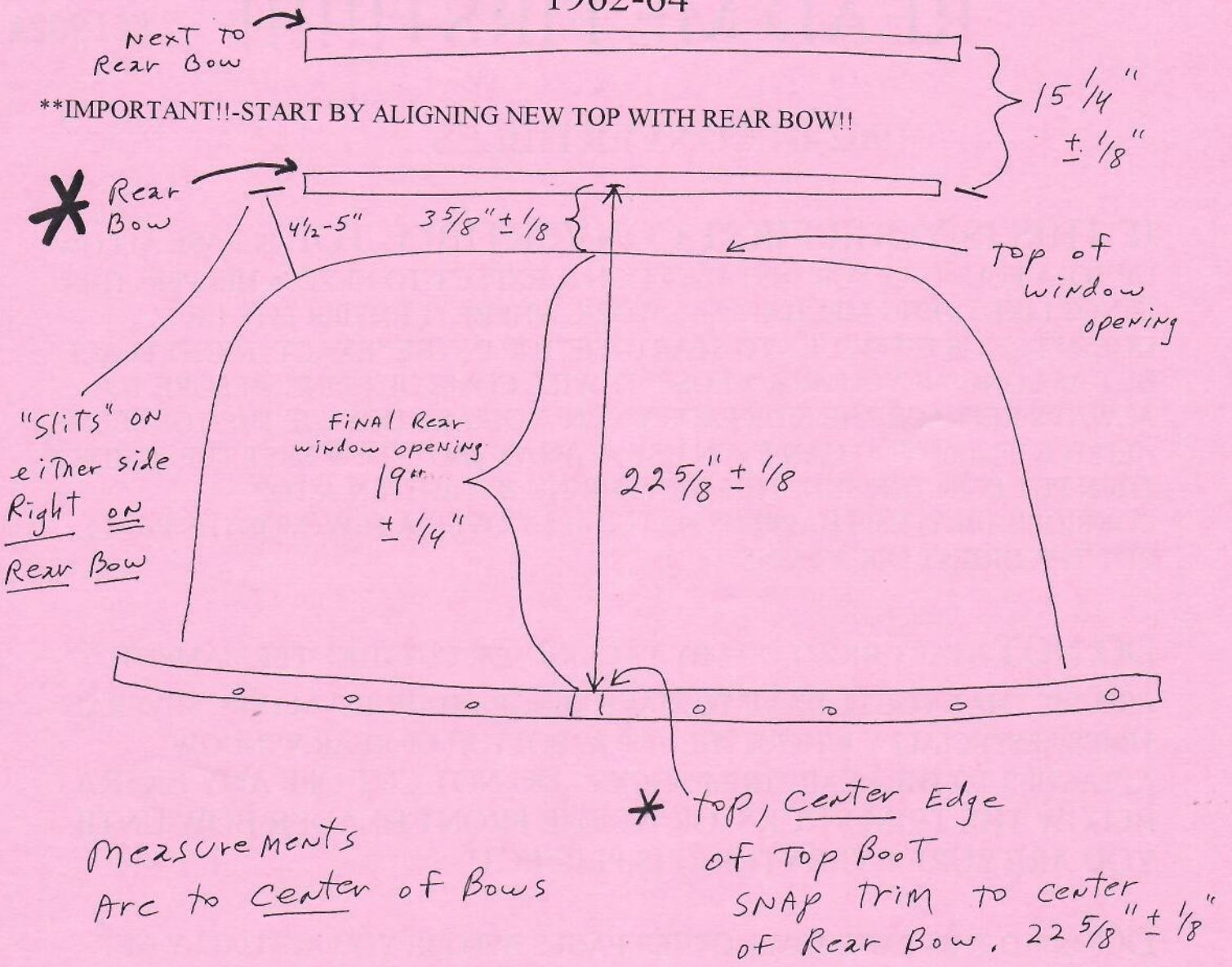
THE FOLLOWING IS PROBABLY THE MOST CONFUSING
THE ENCLOSED COPY OF THE SHOP MANUAL GOES IN TO GREAT DETAIL FOR SPACING THE LAST COUPLE TOP BOWS AND REAR WINDOW-THE FOLLOWING SKETCH SHOULD GIVE YOU EXACTLY WHAT YOU NEED TO KNOW WITHOUT QUITE AS MUCH CONFUSION.

SEE SKETCHES ON BACK SIDE THIS SHEET

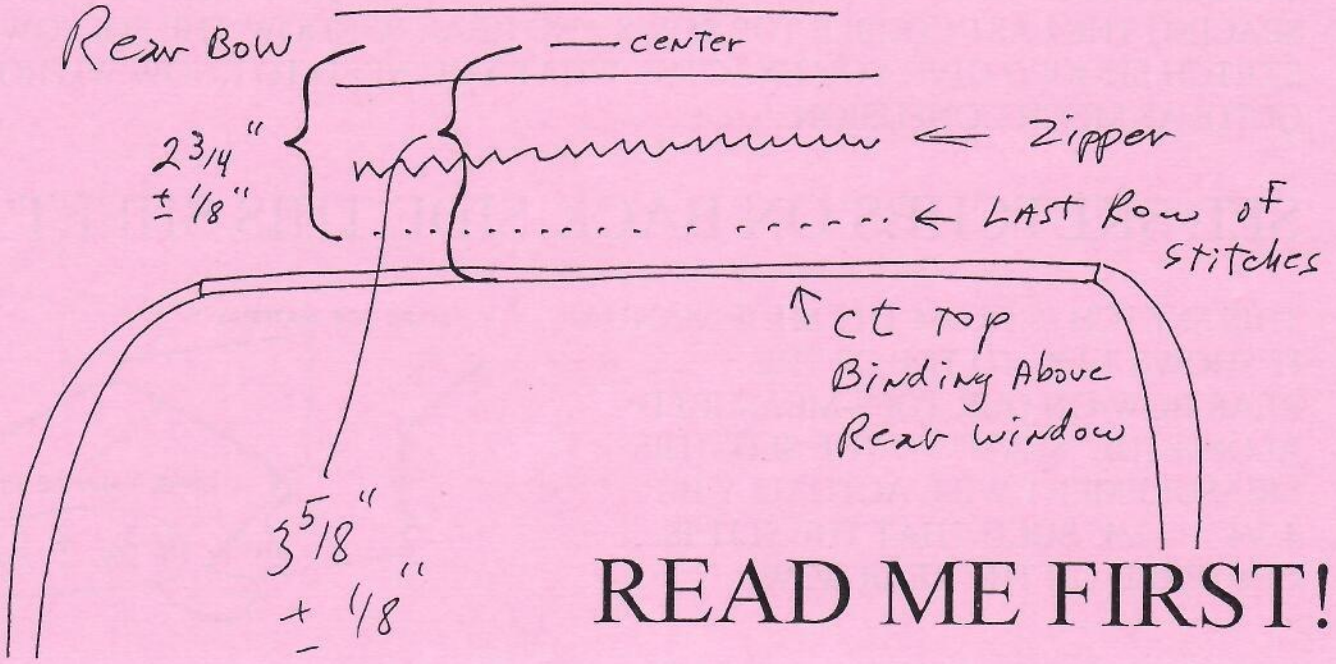
THIS SKETCH IS FROM THE SHOP MANUAL. IT SHOWS 4 1/4" TO TOP OF THE REAR BOW-ON OUR TOPS-MEASURED ALONG THE "SEAM" TO THE SLIT-THIS MEASUREMENT WILL ACTUALLY BE 4 3/4" + - 1/4" SUCH THAT THE SLIT IS CENTERED ON THE REAR BOW.



1962-64



DETAILS FOR THE ZIPPER/REAR WINDOW SPACING



READ ME FIRST!

KC1901

CONVERTIBLE TOP INSTRUCTIONS

READ ALL INSTRUCTIONS FIRST !

GENERAL - 1962-69 ALL

Unpack and leave flat prior to installing to prevent wrinkles. To remove wrinkles (should be done before installing) place top in sun or carefully use portable hair drier to heat slightly.

I suggest new side pads (the long black ones).
We also have the side wires that hold sides down for 62-64 and 65-69. See main catalog. We also have most rubber weatherstrips. This top when installed will appear exactly like the original. Please realize that installing a convertible top is fairly difficult. The hardest is to get the rear window and the section of top on either side of the rear window tight and wrinkle free. Read complete instructions first. We have sold literally 100's of tops and have received much praise. Therefore, I feel confident that you will get the best fit possible with our tops but please realize it is not in the same category as installing a carpet. Be sure to have a helper.

We do not supply "tacks" as staples from a common stapler gun such as "Arrow" are best; however, common tacks can be used. We can supply perfect glue in a tube - see catalog. We have shipped copies of the original Shop Manual instructions for installing of the tops. These should be helpful but in a few cases make it sound harder than it actually is, and a few measurements, do not apply exactly. We supply a complete new front roof rail strip - vinyl. I don't know of any top company that does this. They supply top material for you to fold over the old one. These are becoming very rare - we will supply as long as we can. If not available you will have to use the top material enclosed.

These instructions apply to 1962-1969 with special differences noted. Go by these instructions and refer to the copies of Shop Manual enclosed for reference. Use care not to scratch the rear window.

Step 1 Lower all windows and remove weatherstrips and tacking strips and staples holding the original top in place. Be sure to remove wire cable in sides of top material.

Step 2 The stainless trim around the outside of the rear window is held on by several screws but mostly by hidden clips - remove these strips carefully.

Step 3 Lift up well cover below rear window so you can get to the rain gutter rails (steel trim sticks). Remove all the bolts you may find and spacers behind these. This is so water can flow behind the sticks. Be sure to put them back or make new ones out of rubber. (1/8") (Often GM just globs "goo" as spacers. Note: Check out the condition of your "well". This is the time to replace!! We supply an excellent reproduction.

Step 4 Remove staples on top of rear bow and remove rear window assembly.

Step 5 Remove all old staples and tacks from bows and remove old top - save old top until finished for reference.

The side pads help hold the rear bow in place as well as give "full" appearance to sides of top. If old and torn - replace - Replace one side at a time. Use just a few staples at the rear bow end and leave extra length of pad as you may have to slightly change the rear bow location before you are finished. 1965-69 - do not staple to bow that slids into cross "sleeve" in top.

Step 7 A. We will tackle the rear window first. If your old rear window is in fair shape and was fitting well, clean it and line up your new window on it. Use the old one for a guide as to where to put the holes at the bottom. DO NOT CUT too much off the bottom or top of window. Extra can be cut off when totally finished. Notch the bottom center for reference if not already done.

Note: The Shop Manual pages included give several measurements for things such as rear bow placement - it is normal for these to vary from 1/2 - 1 1/2 inches.

Step 7 B. (No old rear window to go by) If this is your situation you will have to mark and make your holes by reference to the steel trim sticks. Center and spot tack the rear window to rear bow with zipper in appropriate location (The rear binding above window will end up 3 3/4 - 4 1/2" from rear bow). The plastic part of the window wants to be at least as close as 3 1/4" to bow. Pull window back towards area where trim strips get bolted in, use trim stick to push against window and body, install a couple of the bolts. Have someone stick a nail through the holes in trim to mark top. Do the same with the side trim stick - remove trim stick and mark hole.

Note: Material to be stapled to rear bow must extend 1/2" Do not cut off excess.

TOP WELL If you are installing our well area - they are made to size. Just center and staple to trim sticks (not many staples are needed as more staples will go through later).

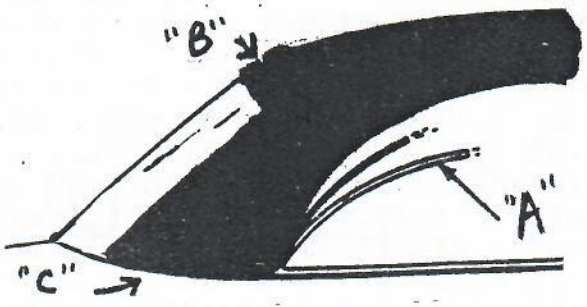
Step 8 Line trim sticks on holes you've marked and staple to sticks, start in the center and smooth to the ends. Be sure to staple and tack zipper to trim stick.

Step 9 temporarily install trim sticks in car with half the bolts. Spot staple top of window to rear bow. Stretch out all wrinkles as you staple - start in the center. Pull tight but remember that wrinkles are removed by stretching side to side and not direct pulling up. (If certain wrinkles appear to originate down by trim sticks check to see if you had wrinkles where you stapled to the trim sticks.) Do not remove any excess material yet.

Step 10 Use old top to mark holes at bottom of rear part of top.

Step 11 Set top over bows. Install side wires - you may have to insert a stiff wire. Remove bolts from trim stick to release trim sticks. Match holes with the side trim sticks and spot tack. Install trim sticks and place top in "installed" position.

Step 12 The alignment of the flaps by the rear 1/4 window is the most important. This will control height of top above window and positioning around the rear window.



Position top so these flaps will be under weatherstrip and the binding will be right on the edge of the top side rail. Install weatherstrip "A" to hold in place. Have a helper on the other side and check that both sides are even above 1/4 window and front door windows. MOST IMPORTANT be sure that the "pucker" on either side of the top beside the lengthwise seams "B", are directly on top of the rear bow, if not be sure to adjust top, this may be accomplished by repositioning on trim sticks. In some cases you may even have to remove rear window and pads from bow so you may move it. Once it appears that this will now align up finish stapling rear window and side pads securely to rear bow (trim excess material) and glue 1/4 window side flaps in place and resecure "A" weatherstrips to hold them.

Step 13 Spot staple top to rear bow in a straight line, not to extend more than 6" past seams on either side.

Step 14 If there is "fullness" in "C" between 1/4 window and rear window loosen trim sticks and work out towards rear window - you may also have to unstaple rear bow and shift slightly. (If still having trouble also reread copies of Shop Manual).

Step 15 Put a few more staples in rear bow. With front of top down, stretch material frontwards and to the sides as tight as possible. With yellow or white chalk mark across the front edge of the top material (in Shop Manual copies see Step 49 for 62-64 and Step 48 for 65-69). Now put front of top up a foot or so. Pull the material past the section across which you made your mark. This should be only about 3/4" on either side end of the front bow, and about 1/2" in the center. Spot tack to the front bow - start at the ends as they must be positioned correctly such that the top will not hang too low and be hit by the door window - any slight fullness caused can be taken up in the center part of the top. Finish spot tack to front bow.

Step 16 Latch top and inspect top for looseness or wrinkles. If necessary unstaple front bow and adjust as needed. DON't get top "drum" tight as it will tighten up to some extent.

Step 17 Attach side wires. Check fit of flaps and glue in place.

Step 18 Finish stapling front bow and install front strip. Tack in place such that the outer material layer will end up covering tacks and front of strip will seal against top of windshield chrome.

Step 19 If all looks perfect - finish stapling rear bow and then staple the "hidem" binding across rear bow.



Step 20 Be sure rear trim sticks are tight, replace trim and weatherstrips.

Professional shops often use steamers inside car to dampen the inside of the top. This will of course cause shrinkage and tightening as it dries. This also happens over a period of weeks as material gets damp and then dries. So slightly fullness and wrinkles will disappear. If you are still not quite satisfied do some more slight adjusting and to quote Shop Manual" Adjustment may have to be performed several times". A small room vaporizer is sometimes also used.

Note:
If top has a zippered rear window ALWAYS unlatch the front bow, raise 4-5" before moving zipper. Never attempt to close or open the zipper with your top latched.

These instructions are to be used as a guide along with the Shop Manual.

Wrinkles due to the top having been folded will disappear in the installed top almost immediately with moderate heat from a heat gun or high heat from a hair dryer.

Clark's Corvair Parts, Inc.

Convertible Side Pad Installation - with the top in the "up" position.



Side #1

1. This side goes towards the occupants head.
2. This side goes towards the outside roof rail.
3. This vinyl flap will be near the outside roof rail and up against the inside of the top.
4. This cloth fabric flap will be closer to the center of the car and up against the inside of the top and overlaps the vinyl flap as shown.

the full "up" or full "down" positions. When the top is in the up position the spring is under compression; when it is in the folded or stacked position the spring is extended and under tension.

FOLDING TOP ADJUSTMENTS

To correct some top variations or linkage misalignment, only a single adjustment is required; other top variations require a combination of adjustments. In conjunction with adjustment of the folding top, it may be necessary to adjust the door, door glass, rear quarter glass, trim sticks or side roof rail weatherstrips.

The front roof rail is fabricated on a die cast metal. Because of this feature, the contour of the front roof rail assembly cannot be changed by bending or reforming as the rail assembly may crack or become permanently damaged.

The Corvair convertible incorporates a top material hold-down cable along the right and left side roof rails (fig. 32). The cables are installed through a retaining pocket in the top material and are fastened at the front and rear side rails by attaching screws. The cables are designed to hold the top material tight against the side roof rail stay pads, thus minimizing air leakage between the top material and the stay pads.

On the manually operated top, folding top catch clips snap over the folding top side roof center rails when the top is being lowered to the folded or stacked position. The catch clips prevent the spring-loaded manual lift arms from raising the top from this position. In order to raise the top, both catch clips must be disengaged from the side roof center rails. Each catch clip is attached to the top compartment side trim panel by two screws. Any adjustments made to change stack height of the folding top will require corresponding adjustments to the catch clips.

CAUTION: When operating a manually operated folding top, hands must be kept clear of side roof rail hinges and connecting linkage. Do not attempt to detach the manual top lift assembly when counterbalance spring is under tension or compression.

Front Roof Rail Lock Adjustment

If the locking action of top is unsatisfactory, the hook lever on the lock assembly may be adjusted as follows:

1. To tighten or increase locking action, turn lock hook lever clockwise.
2. To reduce or decrease locking action, turn lock hook lever counterclockwise.

NOTE: The hook lever may be adjusted with finger pressure, no tools are required.

Adjustment of Top at Front Roof Rail Guide Studs

If the front roof rail guide studs do not properly lead the striker assemblies: with the top in an "up" or raised position, the guide studs may be adjusted laterally as follows:

1. Raise top assembly to half open position.
2. Loosen guide sufficiently to permit adjustment (View E, Figure 33). Shift guide to desired position and retighten.

NOTE: The sunshade support and striker assembly is not adjustable. In addition, adjustment of guide is limited. If additional adjustment is required, particularly fore and aft movement of the front roof rail, it can be obtained by adjusting the front roof rail and/or folding top male hinge.

Adjustment of Top at Front Roof Rail

If the top, when in a raised position, is too far forward or does not move forward enough to allow the guide studs on the front roof rail to enter holes in the striker assemblies, proceed as follows:

1. Unlatch top and raise it above windshield header. Remove side roof rail weatherstrip front attaching screws.
2. Loosen side roof front rail attaching bolts and adjust front roof rail fore or aft as required (View A, Figure 33). Repeat on opposite side if necessary.

NOTE: This adjustment is limited. If additional adjustment is required, it can be made at the folding top male hinge.

3. When front roof rail is properly adjusted, tighten attaching bolts. Check forward section of side roof rail front weatherstrip. Refit and recement as required; then install weatherstrip attaching screws.

Top Adjustment at Control Link Adjusting Plate

1. With top in up position, if joint between front and center side roof rail is too high or too low, proceed as follows:
   a. Remove folding top compartment side trim panel and scribe location of control link adjusting plate on folding top compartment brace.
   b. Loosen two bolts securing control link adjusting plate sufficiently to permit adjustment of plate (fig. 34).
   c. Without changing fore and aft location of adjusting plate, adjust side roof rail up or down

FOLDING TOP MISALIGNMENT AND ITS CORRECTION

The following chart describes various types of folding top misalignment conditions, their causes and the recommended procedure for their correction. To correct some top variations, only a single adjustment is required; other top variations require a combination of adjustments.

Condition	Apparent Cause	Correction
A. Difficult locking action at front roof rail.	1. Lock hook lever improperly adjusted.	Adjust lock hook lever counterclockwise.
	2. Misaligned front roof rail front weatherstrip.	Loosen, realign and retack front roof rail front weatherstrip.
	3. Front roof rail misaligned.	Adjust front roof rail.
B. Top does not lock tight enough to windshield header.	1. Lock hook lever improperly adjusted.	Adjust lock hook lever clockwise.
	2. Misaligned front roof rail front weatherstrip.	Loosen, realign and retack front roof rail front weatherstrip.
	3. Front roof rail misaligned.	Adjust front roof rail.
C. Top travels too far forward.	1. Front roof rail misaligned.	Adjust front roof rail rearward (View "A", fig. 33).
	2. Male hinge assembly misaligned.	Adjust male hinge assembly rearward (fig. 34).
D. Top does not travel forward far enough.	1. Front roof rail misaligned.	Adjust front roof rail forward (View "A", fig. 33).
	2. Male hinge assembly misaligned.	Adjust male hinge assembly forward (fig. 34).
	3. Improper spacing between rear trim stick and body metal.	Install an additional spacer between rear trim stick and body metal at each attaching bolt location.
E. Side roof rail rear weatherstrip too tight against top of rear quarter window.	Male hinge assembly misaligned.	Adjust male hinge assembly rearward (fig. 34).
F. Gap between side roof rail rear weatherstrip and rear of rear quarter window.	Male hinge assembly misaligned.	Adjust male hinge assembly forward (fig. 34) and/or shim side roof rail rear weatherstrip forward as required.
G. Side roof rail rear weatherstrip too tight against top of rear quarter window.	Male hinge misaligned.	Adjust male hinge upward (fig. 34).
H. Gap between side roof rail rear weatherstrip and top of rear quarter window.	Male hinge misaligned.	Adjust male hinge downward and/or shim side roof rail rear weatherstrip downward as required.
I. Sag at front to center side roof rail joint.	1. Control link adjusting plate misaligned.	Adjust control link adjusting plate downward (fig. 34).
	2. Center side roof rail hinge adjusting screw improperly adjusted.	Adjust screw counterclockwise. (See View "B" in Figure 33).
J. Front and center side roof rails bow upward at hinge joint.	1. Control link adjusting plate misaligned.	Adjust control link adjusting plate upward (fig. 34).
	2. Center side roof rail hinge adjusting screw improperly adjusted.	Adjust screw clockwise (See View "B" in Figure 33).

Condition	Apparent Cause	Correction
K. Folding top dust boot is difficult to install.	1. Improper stack height due to misaligned control link adjusting plate.	Adjust control link plate rearward or forward as required (fig. 34).
	2. Misaligned folding top dust boot female fastener.	Where possible, align female with male fastener.
	3. Rear seat back assembly is too far forward.	Relocate rear seat back rearward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is 12⅝″ (±1/16″). The dimension is measured at approximate center line of body.
	4. Excessive build-up of padding in side roof rail stay pads.	Repair side stay pads as required.
	5. On manual tops, due to improperly adjusted catch clips.	Adjust catch clips downward as required.
L. Folding top dust boot fits too loosely.	1. Improper stack height due to misaligned control link adjusting plate.	Adjust control link plate forward as required (fig. 34).
	2. Rear seat back assembly is too far rearward.	Relocate rear seat back panel forward until dimension between upper rear edge of rear seat back to forward edge of pinchweld finishing molding is 12⅝″ (±1/16″). The dimension is measured at approximate centerline of body.
	3. On manual tops, due to improperly adjusted catch clips.	Adjust catch clips upward as required.
M. Top material is too low over windows or side roof rails.	1. Front roof bow improperly shimmed.	*Install one or two ⅛″ shims from between front roof bow and slat iron. (See View "B" in Figure 33.)
	2. Excessive width in top material.	If top is too large, detach binding along affected area, trim off excessive material along side binding as required; then hand sew binding to top material.
N. Top material is too high over windows or side roof rails.	1. Front roof bow improperly shimmed.	*Remove one or two ⅛″ shims from between front roof bow and slat iron. (See View "B" in Figure 33.)
	2. Front roof bow felt silencer too high.	Trim silencer to within ⅛″ of top of front roof bow. (See View "B" in Figure 33.)
O. Top material has wrinkles or draws.	1. Rear quarter trim stick improperly adjusted.	Adjust rear quarter trim stick on side affected.
	2. Top material improperly installed to center of rear quarter trim stick.	Retack top materials as required.
P. Wind whistle or water leak along front roof rail.	1. Top does not lock tight enough to windshield header.	Adjust lock hook lever clockwise.
	2. Misaligned front roof rail front weatherstrip.	Retack front weatherstrip to front roof rail.

*When no shims are required, use attaching screw part #4865935 (¼-28 x ½″ #12 oval head with external tooth lock washer, type "T" thread cutting, chrome finish).
When one shim is required, use attaching screw part #4824789 (¼-28 x ⅝″).
When two shims are required, use attaching screw part #4837811 (¼-28 x ¾″).

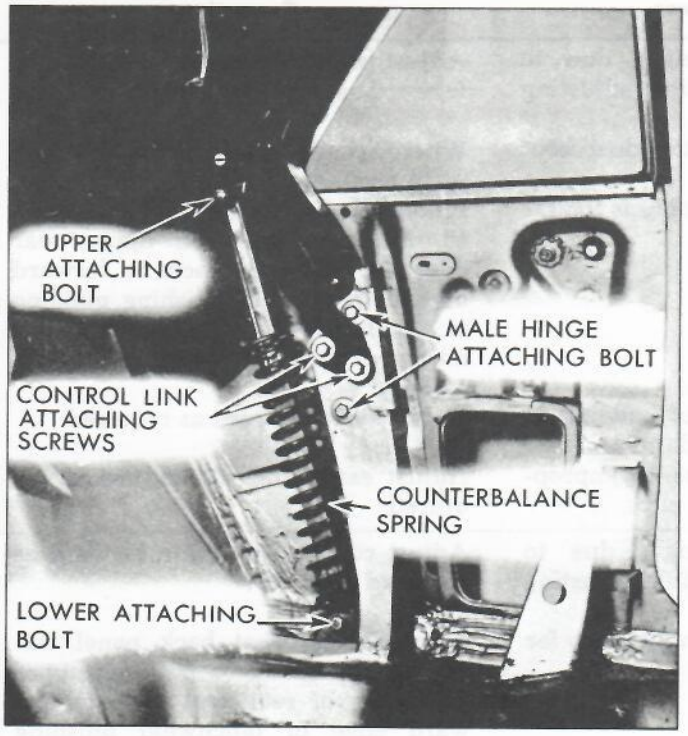


Fig. 34—Top Lift and Linkage Attachment at Rear Quarter

allowing adjusting plate to move up or down over serrations on support as required; then tighten bolts.

d. On styles equipped with manually operated folding tops, readjust folding top coach clips as required.

2. If top assembly does not stack properly when top is in down position, proceed as follows:

a. Scribe location of control link adjusting plate on folding top compartment brace.

b. Loosen bolts securing control link adjusting plate sufficiently to permit adjustment of plate.

c. Without changing the up or down location of adjusting plate, move adjusting plate forward or rearward (horizontally) over serrations as required to obtain desired height; then tighten bolts.

d. On styles equipped with a manually operated folding top, readjust both folding top catch clips as required.

Top Adjustment at Male Hinge Support

Prior to making any adjustment of top linkage at male hinge, loosen two bolts securing folding top rear quarter trim stick to rear quarter panel. This will prevent any possible damage to top when it is raised after adjustment. After making an adjustment at male hinge, check folding top at rear quarter area for proper fit and, if necessary, adjust trim stick assembly.

1. If there is an excessive opening between side roof rail rear weatherstrip and rear of rear quarter window, or if front roof rail is too far forward or rearward, proceed as follows:

a. Scribe location of male hinge attaching bolt washers and control link assembly on folding top compartment brace.

b. Loosen male hinge assembly and control link attaching bolts (fig. 34).

c. Move hinge fore or aft as required to obtain proper alignment between side roof rail rear weatherstrip and rear quarter window; then tighten bolts.

d. Lock front roof rail to windshield, (where required, adjust front roof rail as previously described) and check fit of top material at rear quarter trim stick area. If necessary, adjust trim stick; then tighten trim stick attaching bolts.

e. Check top assembly for proper stack height. Where required, adjust control link adjusting plate as previously described (see step #2 under "Top Adjustment at Control Link Adjusting Plate").

f. On styles equipped with manually operated folding top readjust both folding top catch clips as necessary.

2. If side rail is too high or too low at rear quarter window area, proceed as follows:

a. Scribe location of male hinge attaching bolt washers and control link on folding top compartment brace.

b. Loosen male hinge assembly and control link attaching bolts (fig. 34).

c. Without changing fore and aft location of male hinge, (see step 1c for attaching bolt positioning) adjust male hinge up or down as required to obtain proper alignment between side roof rails and rear quarter windows.

d. Tighten attaching bolts, while maintaining proper alignment of scribe marks.

e. Check fit of top material at rear quarter trim stick area and, if necessary, adjust trim stick. If adjustment is not necessary, tighten trim stick attaching bolts.

f. Check top assembly for proper stack height. Where required, adjust control link adjusting plate as previously described (see step 2 under "Top Adjustment at Control Link Adjusting Plate").

g. On styles equipped with manually operated folding top, readjust folding top catch clips as necessary.

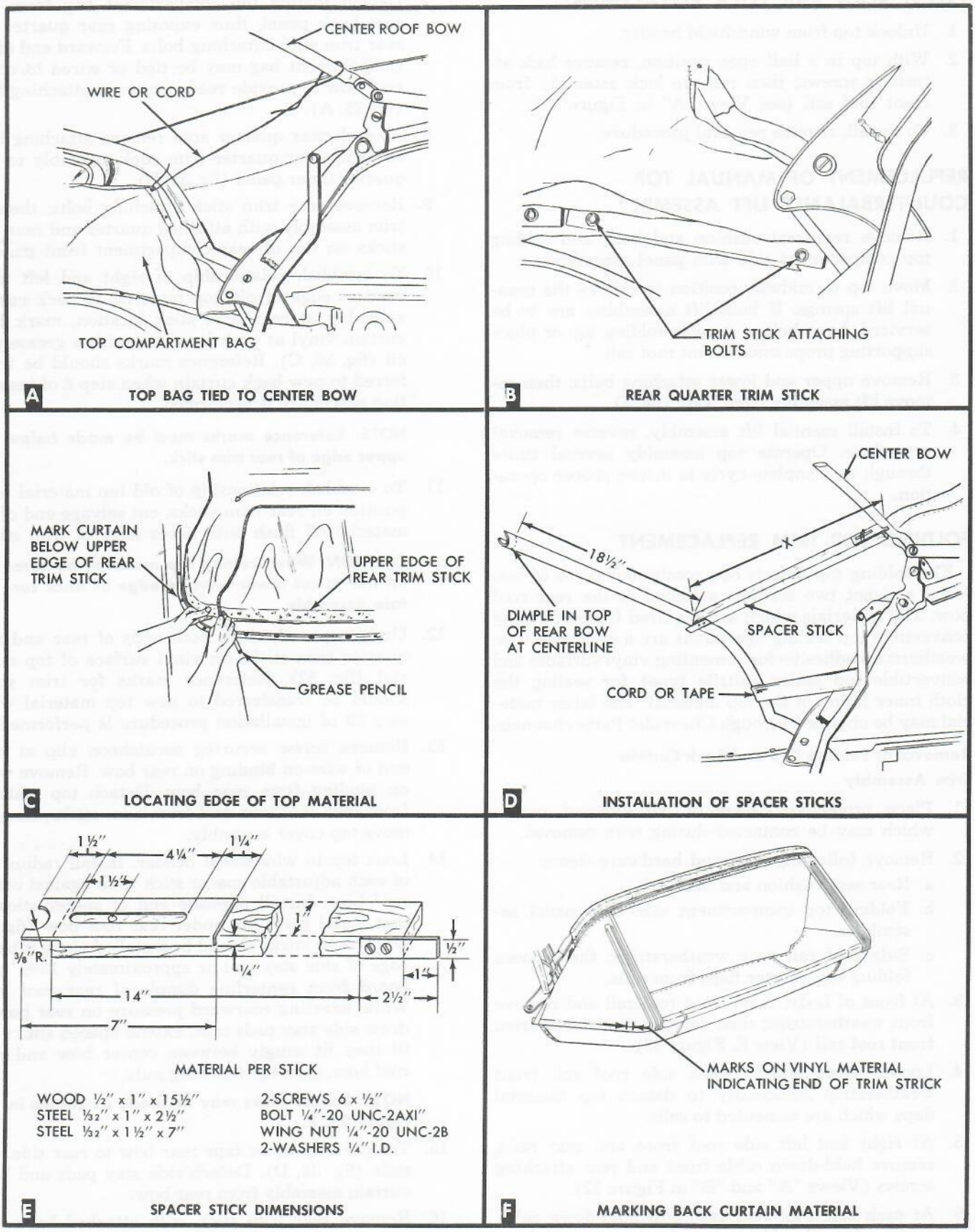


Fig. 35—Removing Folding Top Trim for Replacement

FRONT ROOF RAIL LOCK REPLACEMENT

1. Unlock top from windshield header.
2. With top in a half open position, remove lock attaching screws; then remove lock assembly from front roof sail (see View "A" in Figure 33).
3. To install, reverse removal procedure.

REPLACEMENT OF MANUAL TOP COUNTERBALANCE LIFT ASSEMBLY

1. Remove rear seat cushion and back and folding top compartment side trim panel assembly.
2. Move top to midway position to relieve the manual lift springs. If both lift assemblies are to be serviced, have helper support folding top or place supporting props under front roof rail.
3. Remove upper and lower attaching bolts; then remove lift assembly from body (fig. 5).
4. To install manual lift assembly, reverse removal procedure. Operate top assembly several times through its complete cycle to insure proper operation.

FOLDING TOP TRIM REPLACEMENT

The folding top trim is one continuous piece of material and not two sections attached at the rear roof bow. The materials which are required for performing convertible top sealing operations are a neoprene-type weatherstrip adhesive for cementing vinyl surfaces and convertible top sealer (nitrile type) for sealing the cloth inner lining of the top material. The latter material may be obtained through Chevrolet Parts channels.

Removal of Folding Top and Back Curtain Trim Assembly

1. Place protective covers on all exposed panels which may be contacted during trim removal.
2. Remove following trim and hardware items:
   a. Rear seat cushion and back.
   b. Folding top compartment side trim panel assemblies.
   c. Side roof rail rear weatherstrips; then loosen folding top quarter flaps from rails.
3. At front of body, raise front roof rail and remove front weatherstrips; then detach top material from front roof rail (View E, Figure 33).
4. Loosen front end of each side roof rail front weatherstrip sufficiently to detach top material flaps which are cemented to rails.
5. At right and left side roof front and rear rails, remove hold-down cable front and rear attaching screws (Views "A" and "B" in Figure 32).
6. At each side roof rear rail, pull hold-down cable rearward until cable is completely removed from top material retaining pocket.
7. Detach folding top compartment bag from rear seat back panel, thus exposing rear quarter and rear trim stick attaching bolts. Forward end of top compartment bag may be tied or wired to center roof bow to provide ready access to attaching bolts (fig. 35, A).
8. At each rear quarter area remove attaching bolts securing rear quarter trim stick assembly to rear quarter inner panel (fig. 35, B).
9. Remove rear trim stick attaching bolts; then lift trim assembly with attached quarter and rear trim sticks on top of rear compartment front panel.
10. To establish relationship of right and left inner vertical edge of old top material to back curtain assembly at rear trim stick location, mark back curtain vinyl at both locations with a grease pencil (fig. 35, C). Reference marks should be transferred to new back curtain when step 8 of installation procedure is performed.

    NOTE: Reference marks must be made below upper edge of rear trim stick.

11. To establish relationship of old top material to its position on rear trim sticks, cut selvage end of top material off flush with lower edge of trim sticks.

    CAUTION: When cutting top material, be careful not to cut lower selvage edge of back curtain assembly.

12. Using a pencil, mark both ends of rear and rear quarter trim sticks on vinyl surface of top material (fig. 32). Reference marks for trim sticks should be transferred to new top material when step 29 of installation procedure is performed.
13. Remove screw securing escutcheon clip at each end of wire-on binding on rear bow. Remove wire-on binding from rear bow. Detach top material from rear roof bow and from trim sticks, then remove top cover assembly.
14. Lock top to windshield header. Install radius end of each adjustable spacer stick to fit against center roof bow. Install opposite end of spacer stick so that metal plate fits under rear roof bow (fig. 35, D). Spacer sticks should be installed along inboard edge of side stay pad or approximately 18½" outboard from centerline dimple of rear roof bow. While exerting rearward pressure on rear bow to draw side stay pads taut, extend spaced sticks until they fit snugly between center bow and rear roof bow, then tighten wing nuts.

    NOTE: Spacer sticks may be made as shown in Figure 35, E.

15. Temporarily tie or tape rear bow to rear side roof rails (fig. 35, D). Detach side stay pads and back curtain assembly from rear bow.
16. Remove rear trim stick with attached back curtain assembly and top compartment bag from body and place on clean, protected surface.

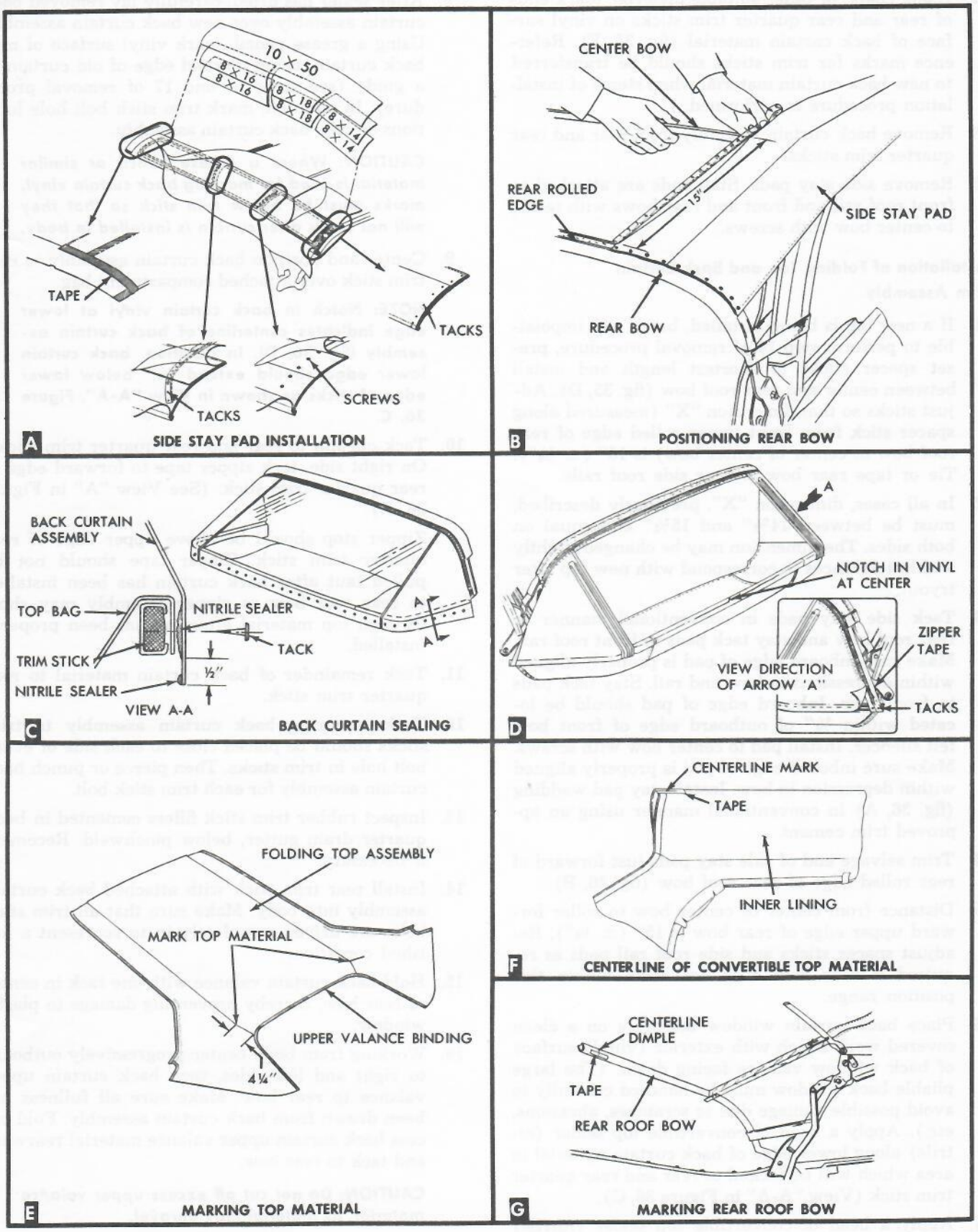


Fig. 36—Installing New Folding Top Trim Material

17. Using chalk, or other suitable material, mark ends of rear and rear quarter trim sticks on vinyl surface of back curtain material (fig. 35, F). Reference marks for trim sticks should be transferred to new back curtain material when step 8 of installation procedure is performed.
18. Remove back curtain assembly from rear and rear quarter trim sticks.
19. Remove side stay pads. Stay pads are attached to front roof rail and front and rear bows with tacks; to center bow with screws.

Installation of Folding Top and Back Curtain Trim Assembly

1. If a new top is being installed, but it was impossible to perform step 14 of removal procedure, preset spacer sticks to shortest length and install between center and rear roof bow (fig. 35, D). Adjust sticks so that dimension "X" (measured along spacer stick from front upper rolled edge of rear roof bow to center of center bow) is 15" (± ¼"). Tie or tape rear bow to rear side roof rails.
2. In all cases, dimension "X", previously described, must be between 14¾" and 15¼" and equal on both sides. The dimension may be changed slightly within tolerances to correspond with new top after tryout.
3. Tack side stay pads in conventional manner to rear roof bow and stay tack pads to front roof rail. Make sure inboard edge of pad is properly aligned within depressions in bow and rail. Stay tack pads to front bow. Inboard edge of pad should be located within ¼" of outboard edge of front bow felt silencer. Install pad to center bow with screws. Make sure inboard edge of pad is properly aligned within depression in bow. Install stay pad wadding (fig. 36, A) in conventional manner using an approved trim cement.
4. Trim selvage end of side stay pads just forward of rear rolled edge of rear roof bow (fig. 36, B).
5. Distance from center of center bow to roller forward upper edge of rear bow is 15" (± ¼"). Readjust spacer sticks and side roof rail pads as required if rear bow does not come within this position range.
6. Place back curtain window assembly on a clean covered work bench with exterior (vinyl) surface of back window valance facing down. (The large pliable back window must be handled carefully to avoid possible damage due to scratches, abrasions, etc.). Apply a bead of convertible top sealer (nitrile) along lower edge of back curtain material in area which will be tacked to rear and rear quarter trim stick (View "A-A" in Figure 36, C).
7. Apply a bead of convertible top sealer (nitrile) along lower selvage edge of back curtain (fig. 36, C).
8. After sealer has dried, carefully lay removed back curtain assembly over new back curtain assembly. Using a grease pencil, mark vinyl surface of new back curtain, using marked edge of old curtain as a guide (see steps 10 and 17 of removal procedure). In addition, mark trim stick bolt hole locations on new back curtain assembly.

   CAUTION: Where a grease pencil or similar material is used for marking back curtain vinyl, marks must be below trim stick so that they will not show after curtain is installed in body.
9. Center and position back curtain assembly to rear trim stick over attached compartment bag.

   NOTE: Notch in back curtain vinyl at lower edge indicates centerline of back curtain assembly (fig. 36, D). In addition, back curtain lower edge should extend ½" below lower edge of sticks as shown in View "A-A", Figure 36, C.
10. Tack curtain to rear and rear quarter trim sticks. On right side, tack zipper tape to forward edge of rear quarter trim stick. (See View "A" in Figure 36, D).

    Zipper stop should be above upper edge of rear quarter trim stick. Zipper tape should not be pulled taut after back curtain has been installed to rear roof bow as zipper assembly may show through top material after top has been properly installed.
11. Tack remainder of back curtain material to rear quarter trim stick.
12. Tacks securing back curtain assembly to trim sticks should be placed close to each side of every bolt hole in trim sticks. Then pierce or punch back curtain assembly for each trim stick bolt.
13. Inspect rubber trim stick fillers cemented in body quarter drain gutter, below pinchweld. Recement if necessary.
14. Install rear trim stick with attached back curtain assembly into body. Make sure that all trim stick bolts are driven completely in to represent a finished condition.
15. Hold back curtain valance with one tack in center of rear bow, thereby preventing damage to plastic window.
16. Working from body center progressively outboard to right and left sides, tack back curtain upper valance to rear bow. Make sure all fullness has been drawn from back curtain assembly. Fold excess back curtain upper valance material rearward and tack to rear bow.

    CAUTION: Do not cut off excess upper valance material, as material may unravel.
17. Check contour of back curtain assembly at rear roof bow and at pinchweld molding.

18. Where required, place reference chalk mark on outer surface of back curtain along pinchweld finishing molding. Readjust back curtain assembly as required.
19. Where required, adjust side stay pads; then tack side stay pads to front roof rail and front bow. Attach side stay pads to center bow with screws. Trim selvage end of side stay pads at front roof rail. Install stay pad covering material in conventional manner using an approved trim cement.
20. Detach rear trim stick with attached back curtain assembly from body.
21. Apply convertible top sealer (nitrile) around each tack head used to secure back curtain material to rear and/or rear quarter trim sticks. It is not necessary to seal tacks which secure back curtain vinyl to rear trim stick.
22. Lay out new top material on a clean protected surface with outer layer of material exposed.
23. Using a pencil, mark top material (mark should be approximately ½" in length) at deck seam 4¼" from edge of top material upper valance binding (fig. 36, E).
24. Fold new top material in half so that inner lining of top material is exposed (fig. 36, F). Install a 6" piece of tape on inner surface at centerline fold of new top material. Using a pencil, mark the approximate centerline of new top material along entire length of tape. Be sure back will be visible inside of body after new top is installed on convertible top framework.
25. Along forward surface of rear roof bow install a 1" piece of tape at centerline dimple of rear roof bow. Using a pencil, mark centerline of rear bow on tape (fig. 36, G).
26. Remove rear bow spacer sticks and positioning tape or cord.
27. Check position of rear roof bow in relation to new folding top trim assembly by placing new top trim over folding top framework. With quarter flaps properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.

NOTE: The deck seam mark will vary slightly (± ¼") depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow.

28. Remove top trim material.
29. Carefully lay removed top, which was marked at lower edge of trim stick prior to removal, over new top. Align old top with new top. Using a pencil, mark vinyl surface of new top using marked edge of old top as a guide. Also mark edges of trim sticks on vinyl surface of new top material (see steps 11 and 12 of removal procedure).
30. Apply a bead of convertible top sealer (nitrile) to inner lining of top material along front roof rail. Sealer bead should be roughly parallel with forward edge of top material and located so that sealer will be completely concealed by front roof rail when top is installed.
31. After sealer has dried, position top trim on framework and center assembly both fore and aft and side to side.
32. On right side of top material, at rear of hold-down cable pocket, install cable through pocket in top assembly.

    Welding rod or similar material may be bent at one end to form a hook. Then at front of hold-down pocket slip hooked end of rod into pocket. Push rod through pocket until hooked end of rod is exposed at rear of pocket. Install forward end of cable attaching bracket over hooked portion of rod; then pull cable through pocket. When cable attaching bracket is exposed at front end of hold-down pocket, disengage hooked portion of rod from cable attaching bracket. Repeat above operation on opposite side of top assembly.
33. After cables have been filtered or pulled through hold-down pockets in top material, fasten cable attaching brackets to side roof front and rear rails (fig. 32).

    Cables should be reasonably loose after installation is made at side roof rails. Do not adjust cables to desired tension until top material has been completely installed (see step 54 of installation procedure).

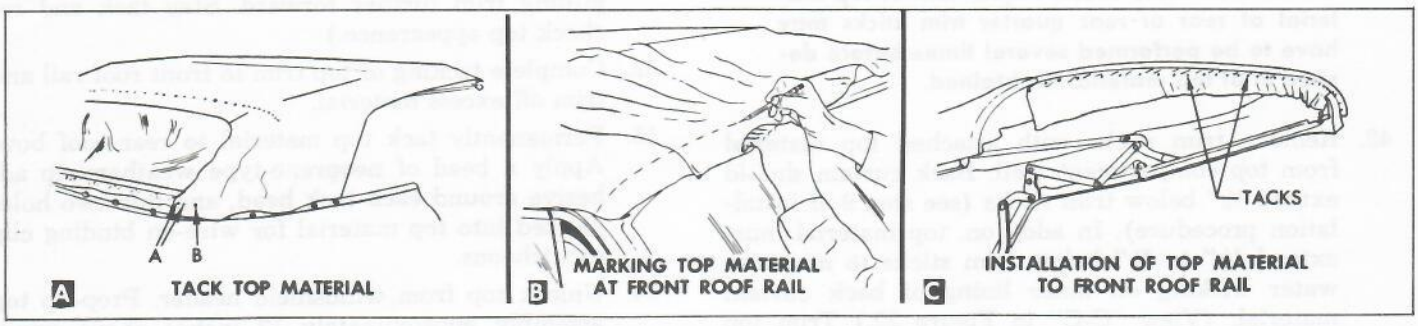


Fig. 37—Fitting the Replacement Top

34. Check position of top trim at rear roof bow and at side roof rear rails. With quarter flaps properly folded over rear side roof rails (edge of rails should match stitch lines of quarter flap seams), marks on deck seam should be in center of rear roof bow.

    NOTE: The deck seam mark will vary slightly (± ¼") depending upon position of rear roof bow. Also check centerline mark on inner lining of top material. Mark should correspond to centerline mark on rear roof bow (fig. 36, G).

35. Using a neoprene-type weatherstrip adhesive, fasten rear quarter flaps to side roof rear rails. Make sure that quarter flap seam breaks at forward edge of side roof rear rail.

    Material may have to be stretched from side to side to insure proper fit of top material flaps to side roof rear rails and to remove wrinkles from top material along rear roof bow.

36. Cut or pierce flaps for side roof rail rear weatherstrip attaching bolts. Install side roof rail rear weatherstrip to help maintain position of quarter flaps while adhesive is drying.

37. Using previously marked lines (ends of trim stick) as locating reference, tack top material to rear and rear quarter trim sticks. "A" in Figure 37, A shows top material installed to rear trim stick at inboard edge.

38. Cut or punch hole in top material for each trim stick attaching bolt.

39. Install top material into body. Make sure rear and rear quarter trim stick attaching bolts are completely driven in to represent finished condition.

40. Check fit of top material. Rear quarter trim sticks may be adjusted downward to remove minor wrinkles in top material in rear quarter area.

41. Where required, remark top material; then make necessary adjustments to top material by repositioning rear quarter trim sticks and/or by retacking top material to rear and/or rear quarter trim sticks.

    NOTE: In extreme cases, adjustment of top material at rear or rear quarter trim sticks may have to be performed several times before desired fit of top material is obtained.

42. Remove trim sticks with attached top material from top compartment well. Back curtain should extend ½" below trim sticks (see step 9 of installation procedure). In addition, top material must extend ½" to ⅝" below trim sticks to minimize water wicking on inner lining of back curtain material. (View "C-C" in Figure 32.) Trim top material as required.

43. Apply convertible top sealer (nitrile) onto all trimmed edges, around each tack head and around each trim stick attaching bolt hole. (View "C-C" in Figure 32.)

    CAUTION: All painted surfaces adjacent to belt finishing molding should be adequately covered to prevent possible sealer damage.

44. Install trim sticks with attached top material into top compartment well and tighten side and rear trim stick attaching bolts.

45. Recheck side roof rail flaps. Make sure mark at deck seams is in center of rear bow. Also recheck centerline mark on inner surface of top material at rear bow.

46. Where required, remove side roof rail rear weatherstrips. Readjust top material at side roof rails and reinstall weatherstrips.

47. While pulling top material slightly rearward, stay tack top material along rear roof bow.

    CAUTION: Tacks must be installed along a straight line in center of rear bow. Tacks outboard of deck seams should be restricted to distance not to exceed six inches, which is length wire-on binding extends past seam.

48. At front roof rail, pull top trim material forward to desired tension. While maintaining tension on top trim, place a pencil mark on outer surface of trim material along forward edge of front roof rail (fig. 37, B).

49. Unhook top from windshield header and apply neoprene-type weatherstrip adhesive to tacking area of front roof rail. Pull top trim material slightly forward so that pencil marks are forward of front edge of front roof rail. Fasten top trim to cemented area and stay tack trim to rail (fig. 37, C).

50. Apply neoprene-type weatherstrip adhesive to front flaps and to corresponding areas on side roof front rails. Fasten flaps to side of roof front rail (View E, Figure 33).

51. Lock top to windshield header. Check appearance of top trim as well as operation and locking action of top. (If additional tension is desired in top trim, unlock top from header and reposition top trim by pulling trim further forward. Stay tack and recheck top appearance.)

52. Complete tacking of top trim to front roof rail and trim off excess material.

53. Permanently tack top material to rear roof bow. Apply a bead of neoprene-type weatherstrip adhesive around each tack head, and into two holes pierced into top material for wire-on binding clip escutcheons.

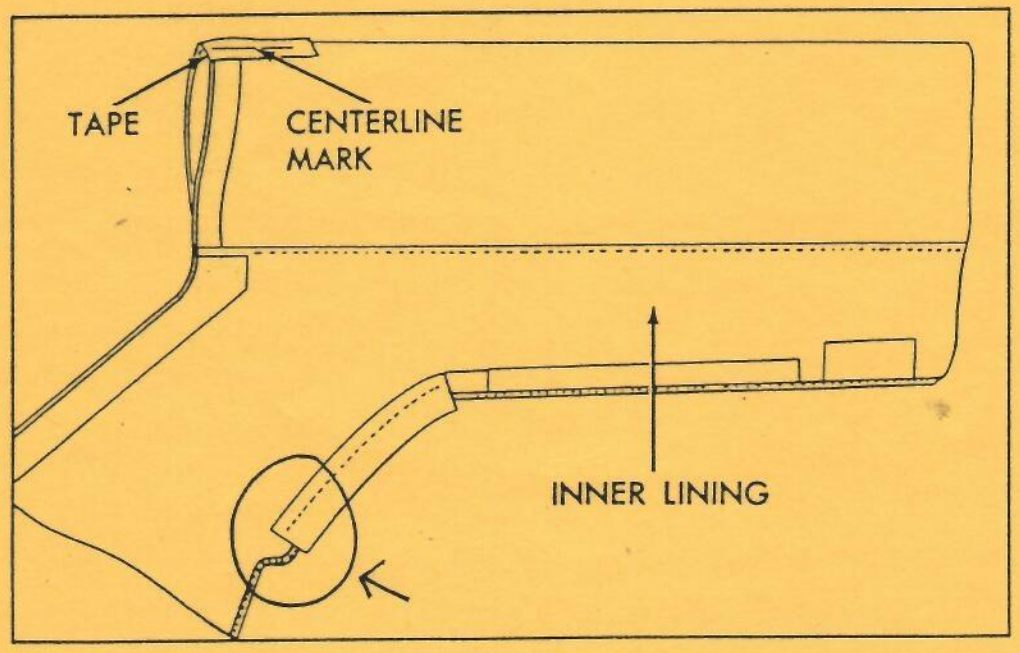
54. Unlock top from windshield header. Prop-up top assembly approximately 12 inches above windshield header. Loosen top material hold-down

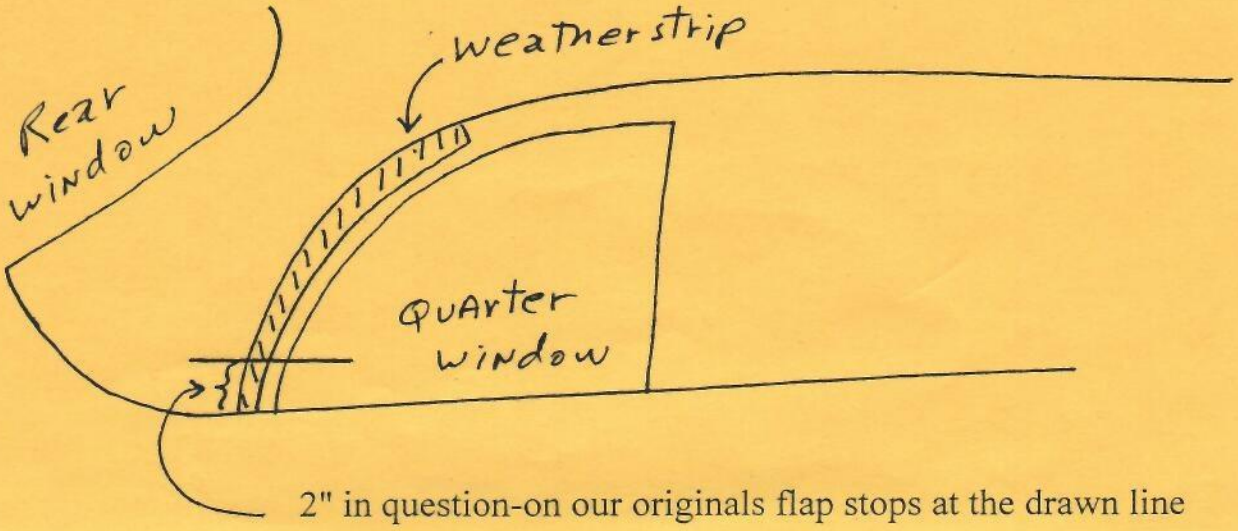
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IMPORTANT TOP INSTALLATION INFO

REAR QUARTER WINDOW FLAP-62-64 CARS

I HAVE 2 1964'S WITH ORIGINAL TOPS-ON BOTH OF THESE THE FLAP OF CONVERTIBLE TOP MATERIAL THAT TUCKS UNDER THE REAR QUARTER WINDOW WEATHERSTRIP STOPS ABOUT 2" BEFORE WINDOW GOES PAST THE FUZZIE. Many years ago customers said they wanted this flap to extend all the way so it covered the slight opening that is left in this area-so the tops come with a "complete flap". On most '62-64's this doesn't seem to be a problem but we have seen some that when the top goes all the way down, there is pressure pulling on the last 1-2 inches of this flap (why we assume the factory shortened it). ANYWAY-if you have a problem with the material pulling out from behind the weatherstrip-you need to carefully slit the flap where it is sewn to the top,so the last 2" isn't really attached to the top anymore.





2" in question-on our originals flap stops at the drawn line