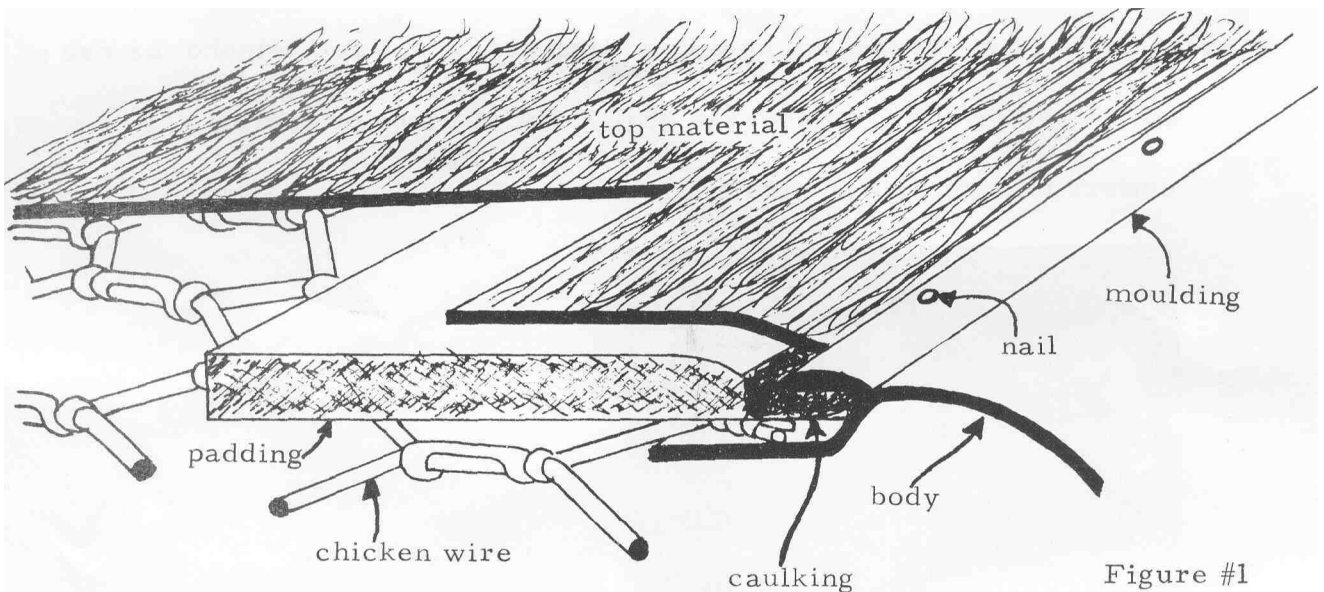


# Top Installation Booklet



CUT-AWAY VIEW OF COMPLETED TOP INSTALLATION

Before tackling the replacement of the top material on a Closed Cars, it is best to have all necessary materials for the job near at hand. This will eliminate delays due to waiting for parts which failed to be ordered and running back and forth for needed tools.

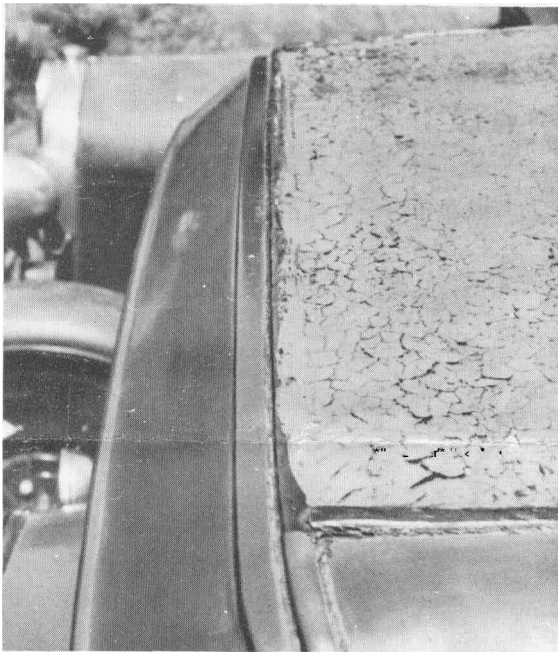
Below are two lists, one for tools and another for materials which will be helpful or necessary to complete the top installation.

TOOLS; Claw hammer, razor blades (single edge), scissors, drill & bits, hack saw with fine blade, file, rubber hammer, wire cutters, and tape measure.

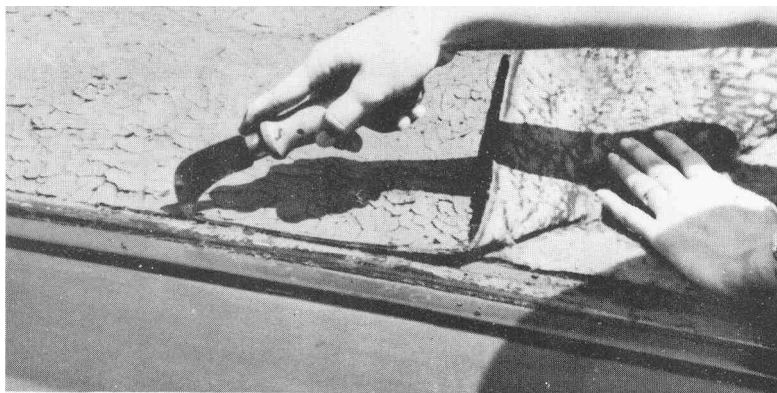
MATERIALS (universal); U-shaped nails for chicken wire, top material top padding, chicken wire, tacks, nails, hidem-welt, caulking, zinc chromate primer, wood parts (if needed), and wood screws (flat head).

With all necessary items obtained, the actual replacement of the top can begin.

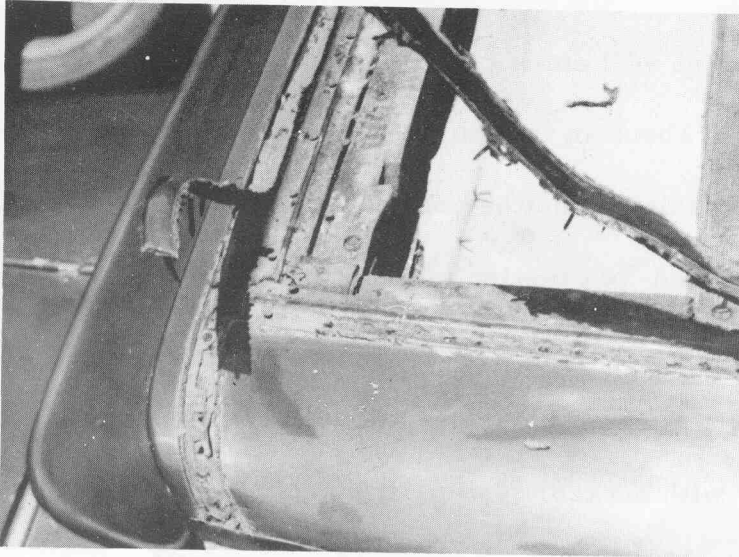
The first step is the removal of all old top material. This includes all old top covering, padding, wire mesh (if it is to be replaced), old nails, tacks and tar that may have accumulated over the years. Inspect wood - replace if rotten. Nails will not hold in rotting wood. We recommend the use of wood screws. Replace chicken wire if out of shape or rusting. Use wire cutters to trim excess wire mesh.



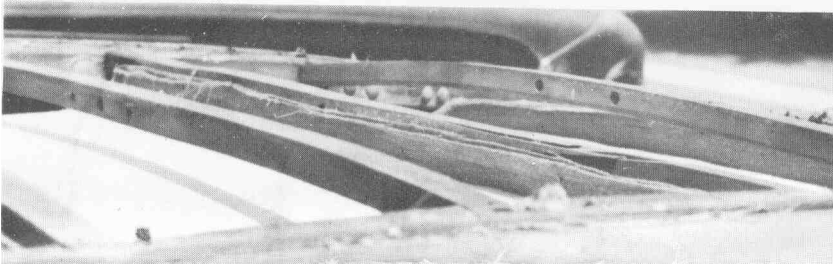
The aging top in need of replacement. Note the cracks and accumulation of top dressing through the years.



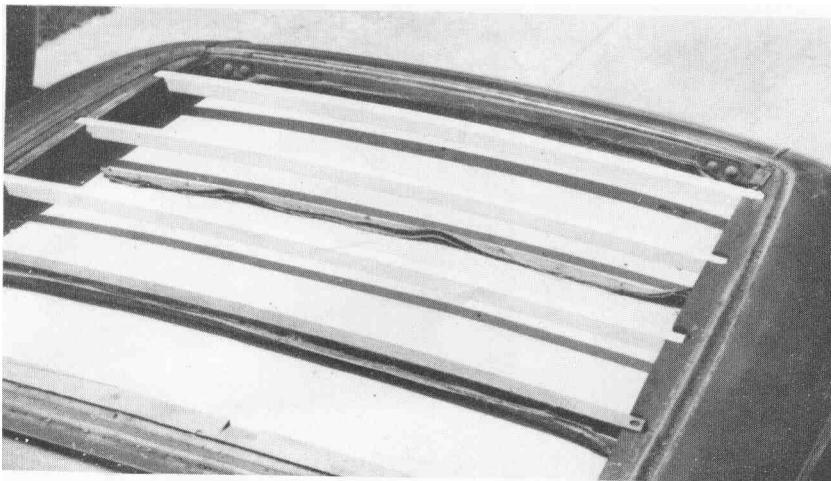
The first step is to cut out the old top.



The removal of the old top moulding.



Note that all of the top bows are to be arched and uniform. Note also that one has been cracked and is sagging. This one should be replaced.

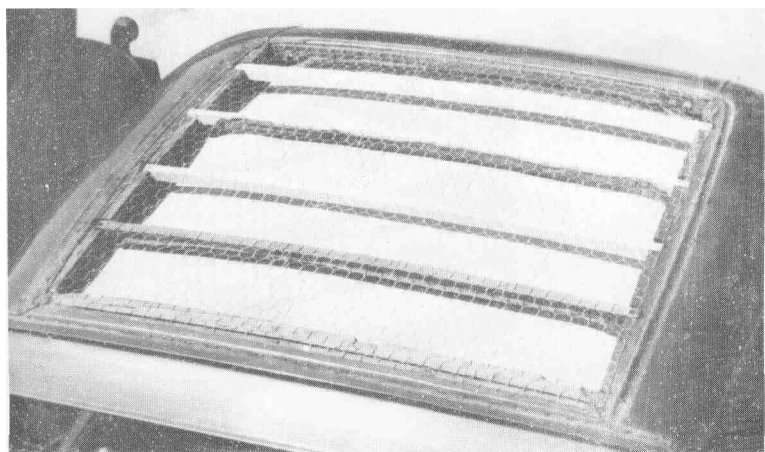


Top bows in place.

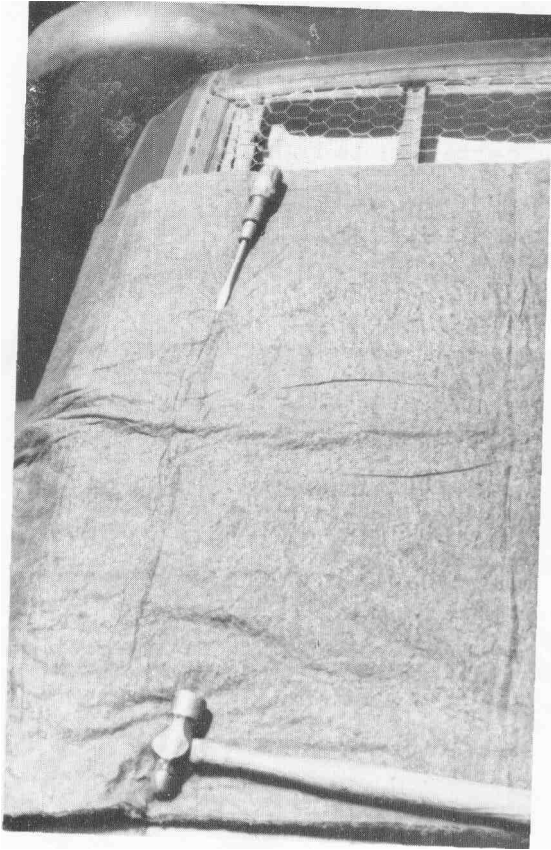
After chicken wire will come placement of top padding. Trim so the outer edge falls within about an inch inside of where the moulding will run after installation. Padding is neither nailed nor glued to wire mesh. For further protection and prevention of punctures through the roof, some restorers have used a wool blanket on top of padding. This will give the top more fullness. Excess blanket material can & should be left alone and trimmed later with a razor blade. If blanket is much larger than needed, it can be trimmed with scissors being sure to leave 2"-3" hanging over. If you use a blanket be sure to caulk area around where the moulding will be nailed. The top caulking is available separately if more is needed or desired. Caulking is something that should be used sparingly. In addition to having a nicely installed top when completed, you are also striving to have a top that will not leak. Any oozing of caulking from under top material or moulding can be cleaned up after all other steps are completed.



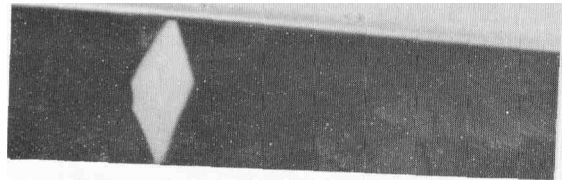
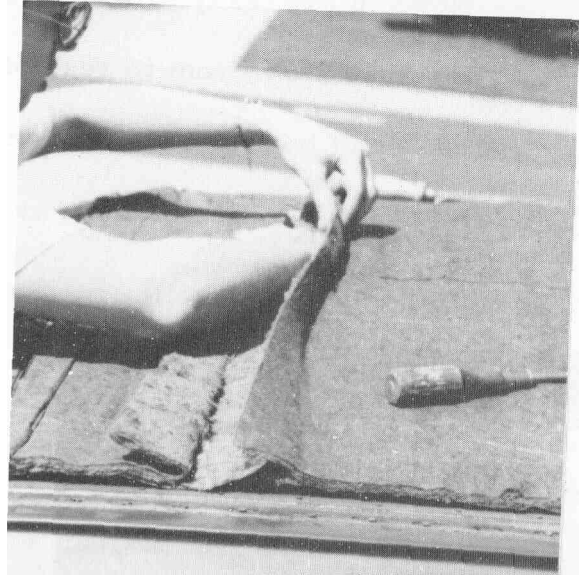
Installation of chicken wire.



Completed installation of chicken wire. Please note that all sharp wire ends should be removed or pointed in a downward direction as not to puncture the new top.

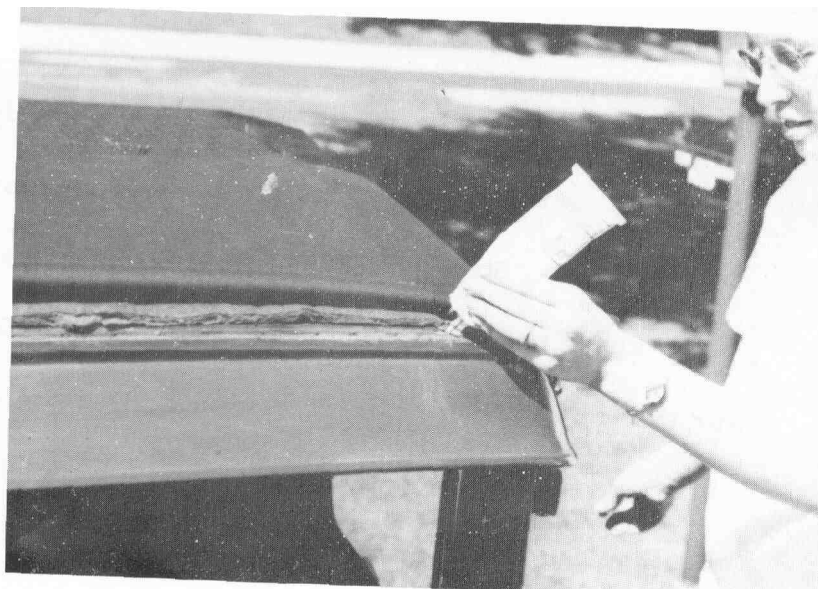


Cutting & measuring of top padding.

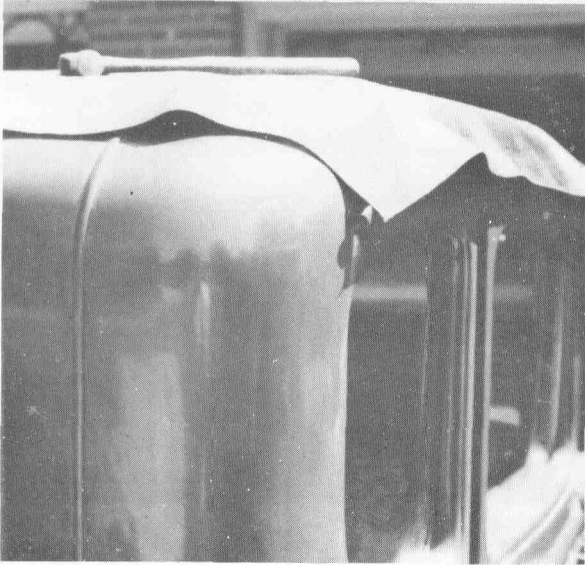


Since most top padding available on the market today is not wide enough it will be necessary to splice them together using that form as shown above. You will not have any problem with the shifting of top padding or any final appearance that it has been spliced.

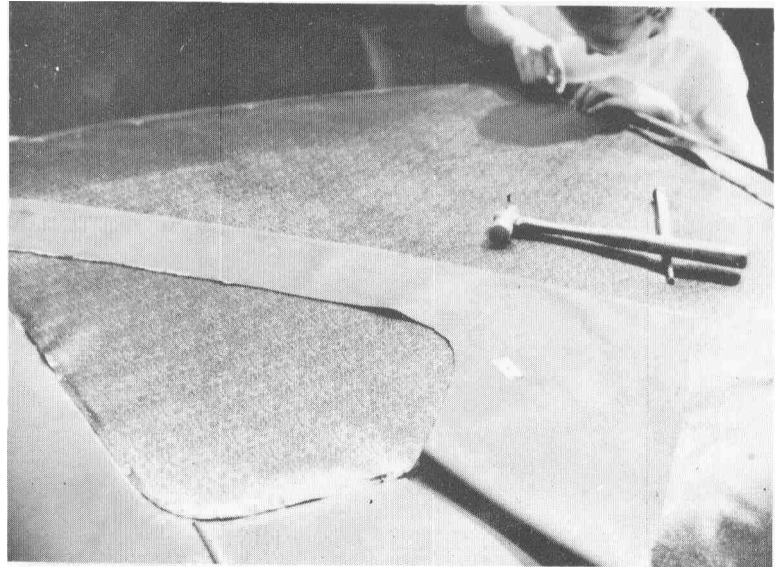
It is best to use a top sealant for tacking down the top. Use this liberally.



Now you are ready to tack top material to body. Be sure grain of top covering runs from front to rear of car. Make an **initial** tacking of material: center of both sides, front and rear, being certain it is tight. Work your way to the corners a **little** at a time (3"-5") on each side toward the corners.



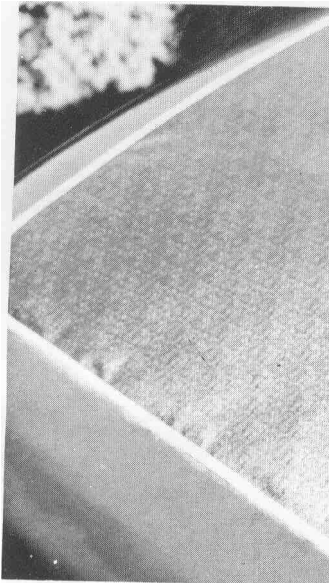
Be sure that the grain of the top is running from the front of the car to the back and is perfectly straight. Tack it down first starting in the center and working out to the ends. This will give you a uniform appearance and will safeguard against any wrinkles.



Cutting off of the excess top material. This can be done before or after the moulding has been installed.

The front strip of the top moulding is now ready to be installed. Measure the front strip on the car and cut the front moulding strip to the approximate length. Strip should be pre-drilled to ease installation. Holes can be 5" apart if wood is in good condition. Regular finishing nails work well for the top moulding. Holes can be drilled the size of the nail shaft. With such a small head on the nail it can be wedged into the moulding and will eliminate any countersinking. A light sanding may be necessary to get nail heads flush with moulding. To fasten the front strip to the body, start

at the center of moulding with nailing operation. When nearing the ends, follow recession where old strip was previously. Excess can be cut with a hack saw and burrs removed with a file,



The completed top.

On Fordors, Coupes & Victorias where the top is an insert type (top does not go over edge & down to a gutter strip) follow approximately the same procedure used for the front strip. When approaching a curve at the rear corners, shorten the distance between nails. This will enable you to form the curve a little at a time. A butt joint should be used in moulding installation.

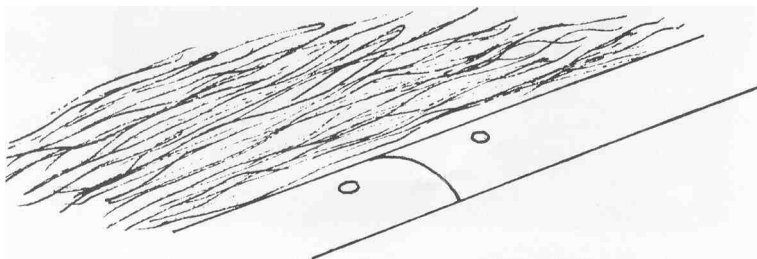


ILLUSTRATION OF BUTT JOINT ON TOP MOULDING

After moulding has been cut, fitted and nailed around entire top, excess top material can be trimmed -with a razor blade.

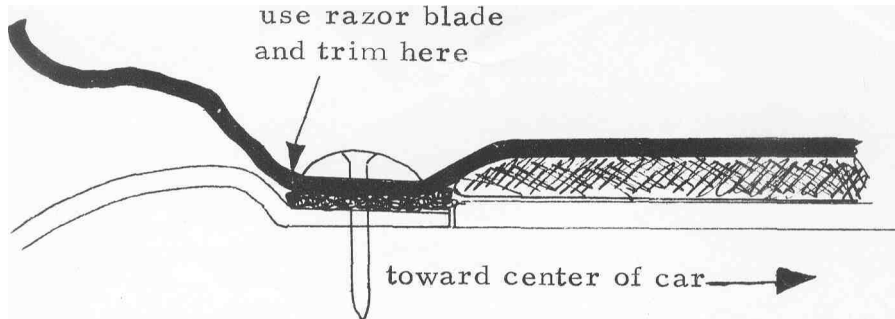
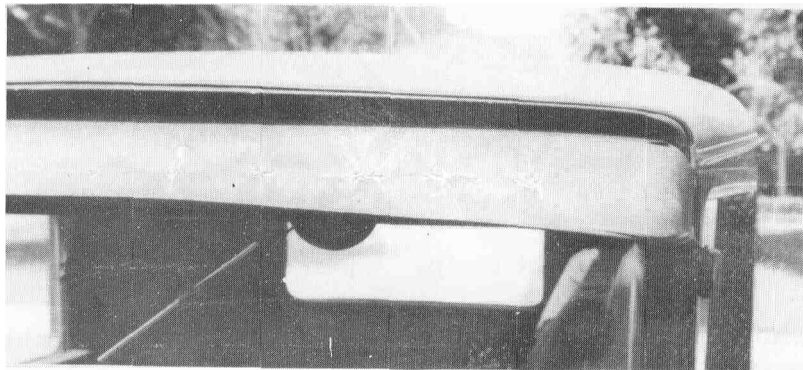
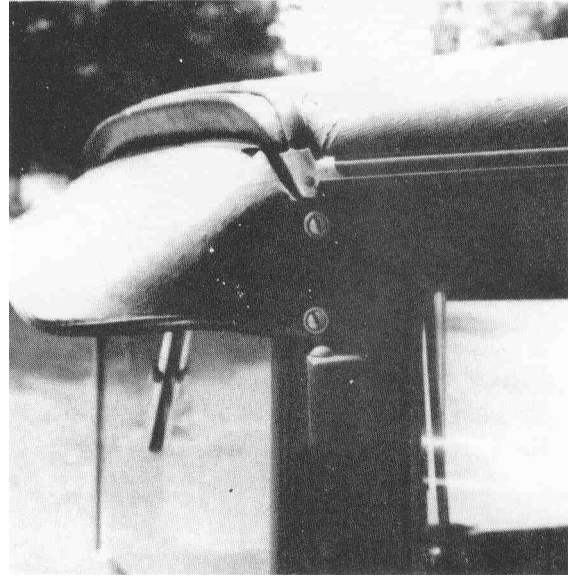
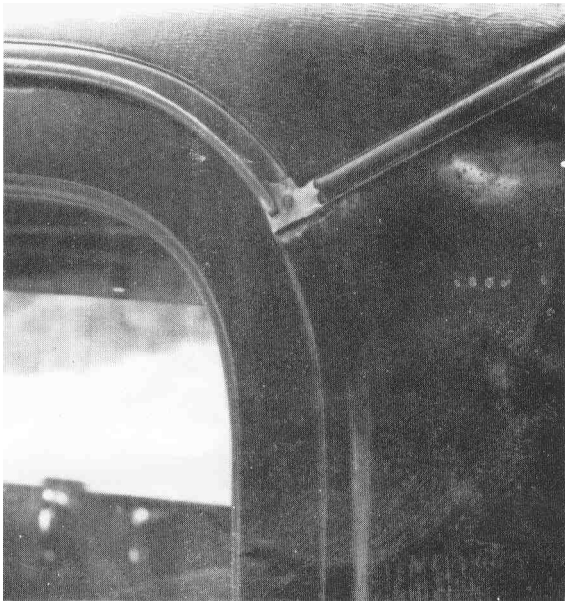


ILLUSTRATION SHOWING WHERE TO TRIM EXCESS TOP MATERIAL  
FORDORS. COUPES & VICTORIAS



Pictures of the 1929 Tudor Sedan showing  
how the top moulding goes across the top,  
the metal portion between the sunvisor and  
the sunvisor itself.



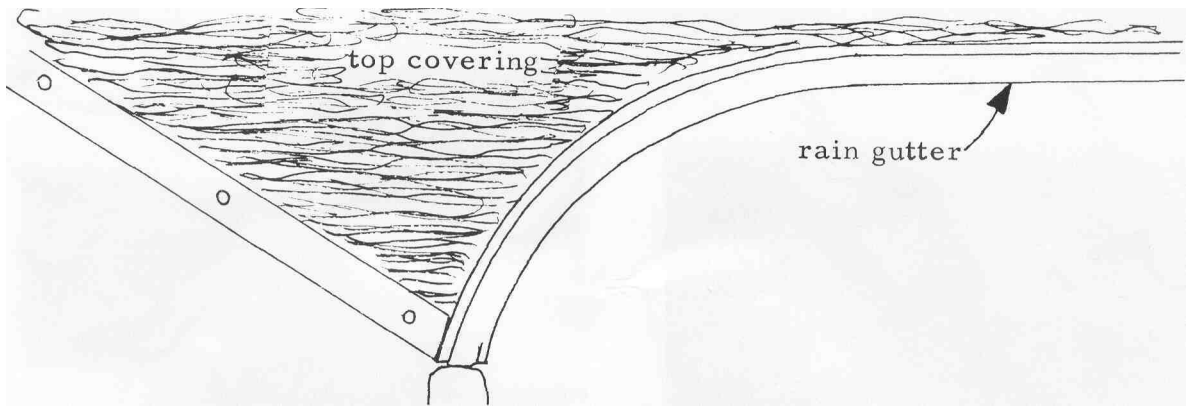


End tips as found on those cars whose top material covers all the way down to the side rain gutters as opposed to that in the Coupe which was pictured before (generally known as the insert top). The insert tops do not require trim pieces.

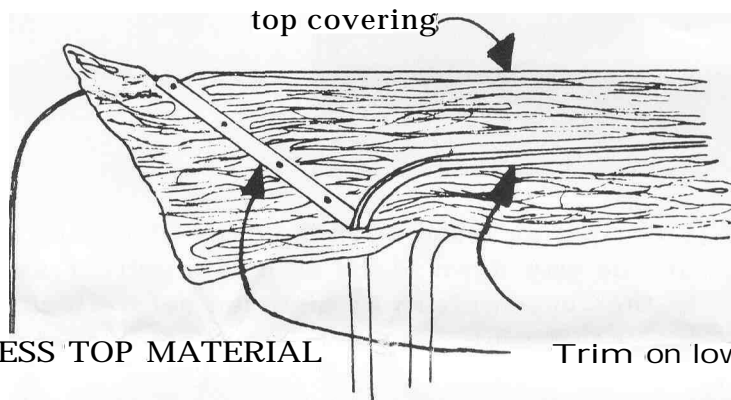
On Pick-ups, Tudor Sedans & Coupes where the top material goes over the body edge and down to the gutter, the top material should be tacked down tight and with no wrinkles before gutter retainer is installed.

When installing gutter retainer, drill holes 4"-6" apart in the retainer. Follow the same procedures on curves as previously described with front moulding.

Use a rubber hammer or other soft tool and attach rain gutter strip to top leg of gutter retainer and press over lower leg of gutter retainer until gutter snaps on.



Since top material will be hanging down from lower edge of gutter it can be trimmed with a single edge razor blade.

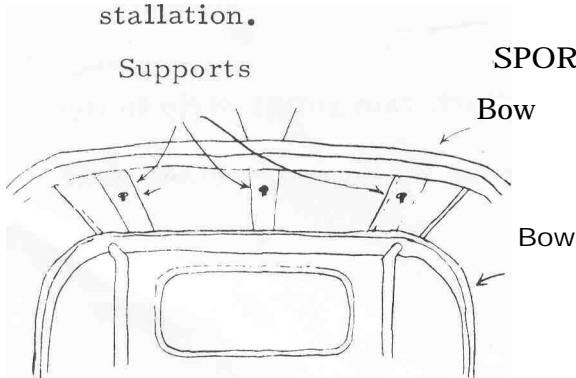


**TRIMMING OF EXCESS TOP MATERIAL ON TUDOR SEDANS**

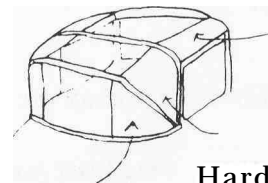
Trim on lower edge

On Sport Coupes the rain gutter is fastened onto retainer the same way as on Tudor Sedans except gutters and retainers need no contouring. Cut to correct length and deburr with file. Nail or screw retainer to body in correct position parallel with top of door. Attach rain gutter strip to top leg of retainer and with rubber hammer press over lower leg of retainer until gutter snaps into position. Wire welt is available to complete in-

stallation.

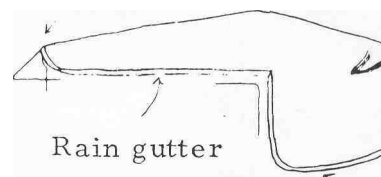


**SPORT COUPE TOP**



Hard board side

Wire welt



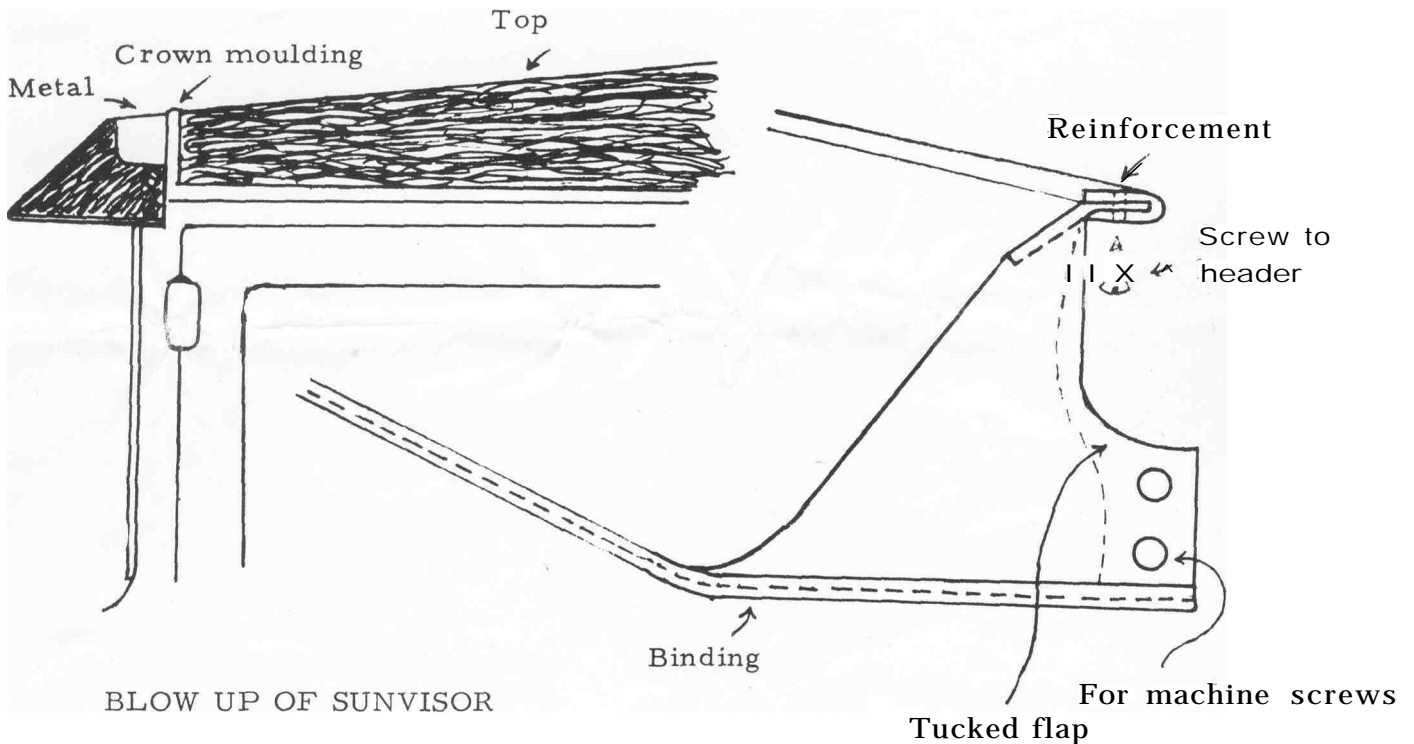
Rain gutter

Wire welt

SUNVISOR

The sunvisor was completely covered by top material. The binding was located on the outer edge as shown on the drawing. On the ends where the visor was against the body the material was not sewn but brought together and tucked between. A reinforcement material was used along the top of the visor to prevent the screws holding visor to wooden header from tearing the material.

When installing the upholstered visor it is best to start in the middle at the top and work out to the ends equally, trimming excess when finished.



Rain gutter

Crown



Crown



Wire welt

Cross section of all mouldings available and supplied as required in our kits.