

① INSTALL RATICAL IN CAB ROLL BAR WITH A SEAT BELT ATT.

SECTION A: CONVERTIBLES

YOU ARE ADVISED OF THE FOLLOWING

WHEN YOU CONVERT YOUR TRUCK TO A CONVERTIBLE, YOU COMPROMISE AND DO NOT HAVE THE SAME PROTECTION FROM PHYSICAL INJURY IN AN ACCIDENT. YOU ARE ADVISED OF THE ADDITIONAL RISKS THAT THE INSTALLATION OF THIS PRODUCT EXPOSES YOU AND YOUR PASSENGERS TO. FOR MAXIMUM SAFETY, A FRAME MOUNTED ROLL BAR SHOULD BE INSTALLED.

WARNING: FOR SAFE AND PROPER USAGE OF THIS PRODUCT, THE MOUNTING INSTRUCTIONS MUST BE FOLLOWED CAREFULLY AND COMPLETELY.

IMPORTANT: THE MANUFACTURER AND DISTRIBUTOR OF THIS PRODUCT ARE IN NO WAY RESPONSIBLE FOR CONSUMER'S FAILURE TO ADHERE TO THE WARNINGS AND DIRECTIONS OF THESE INSTRUCTIONS. IN THE EVENT OF DAMAGE TO CONSUMER'S VEHICLE, OTHER PROPERTIES AND PERSONAL INJURY, INSTALLER ACCEPTS ALL LIABILITY AND HOLD RATICAL HARMLESS FOR ANY DAMAGES WHATSOEVER.

WE HOPE YOUR TRUCK IS WORTH A \$15
INSTALL VIDEO
CALL 1-800-842-TRUX
FOR
OVER NIGHT DELIVERY

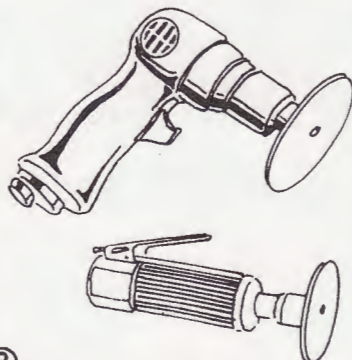
GROUND SHIPPING \$7.50 OVERNIGHT \$23.50



②

PLEASE: NO MATTER HOW GOOD YOU ARE AND HOW MANY TOPS YOU HAVE INSTALLED. PLEASE TAKE TIME TO READ COMPLETELY THROUGH THESE INSTRUCTIONS TO FAMILIARIZE YOURSELF WITH THIS CONVERSION AND GET A GOOD IDEA OF HOW THE INSTALLATION PROCEEDS.

INSTALLATION VIDEO IS AVAILABLE FROM US, WHICH WILL DEPICT THE GENERAL PROCEDURE IN INSTALLING YOUR CONVERTIBLE TOP. READ CAREFULLY THROUGH THESE INSTRUCTIONS BEFORE YOU BEGIN. THE QUALITY OF YOUR INSTALLATION IS DETERMINED BY YOUR ABILITY TO FOLLOW INSTRUCTIONS AND THE CARE YOU TAKE IN MAKING YOUR CUTS AND INSTALLING YOUR FINISHING TRIM. FINISHING TRIM IS VERY IMPORTANT TO A PROFESSIONAL LOOKING JOB. TEN TRUCKS WILL BE TRIMMED OUT IN TEN DIFFERENT WAYS. YOUR ABILITY, ALONE, WILL DETERMINE THE FINISHED QUALITY. ANY CONVERTIBLE IS SUBJECT TO RECURRING LEAKS, BUT, WITH INGENUITY AND CARE, THESE CAN BE REDUCED TO AN ACCEPTABLE MINIMUM, OR ELIMINATED COMPLETELY.



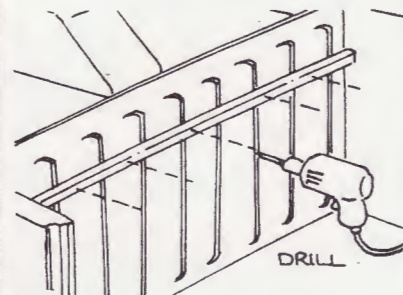
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TOOLS REQUIRED

TO MAKE YOUR JOB EASIER AND FASTER, A PNEUMATIC DIE GRINDER IS AVAILABLE ALONG WITH THE PROPER CUTTING DISCS FROM RATICAL FOR \$29.50, PLUS \$1.50 PER DISC. (OVERNIGHT AIR ADD \$15) PNEUMATIC ROTARY SANDER IS ALSO AVAILABLE FOR \$29.50. TWO STAGE EPOXY RECOMMENDED IS AVAILABLE FROM RATICAL ALSO.

AIR COMPRESSOR(5HP OR BETTER)
DIE GRINDER (WITH 4 WAFFER THIN DISCS)
PNEUMATIC AIR SHEARS
DRILL WITH 1/8", 1/8", 3/16" BITS
HAND OR AIR RIVET GUN
AIR OR ELECTRIC ROTARY SANDER
SIDE CUTTERS
LEVEL
DUCT TAPE

CENTER PUNCH
METAL FILE SET
COMPASS / SCRIBE
CYLINDER OF BLACK SILICONE
(CAULKING GUN)
SAFETY GLASSES
CONTACT CEMENT
2 PART EPOXY(1PINT)
MAGIC MARKER RAZOR KNIFE



④

REMOVE ALL MOLDING FROM THE DOOR FRAME AREAS, REAR VIEW MIRROR, VISORS, SEATS, PLASTIC PANELS, AND HEADLINER. REMOVE UPPER SEAT BELT ATTACHMENT ON PILLAR AND PLASTIC PANELS FROM OUTSIDE AND INSIDE THE CAB. CUT SHOULDER HARNESS BRACKETS FROM SHOULDER STRAPS. HARNESS IS NO LONGER USED. LAP BELT IS USED AS BEFORE.

INSTALL CAB REINFORCEMENT KIT (OPTIONAL BUT NOT REQUIRED)

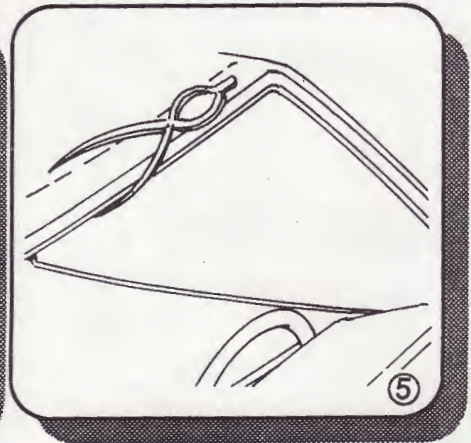
A: SLIDE CAB STIFFENER DOWN BEHIND DOOR PILLARS. DRILL HOLES IN MOUNTING PLATE AND ATTACH WITH HARDWARE PROVIDED.

B: DRILL 1/16" HOLES THRU REAR CAB WALL WITH SHEET METAL SCREWS THRU LARGER HOLES.

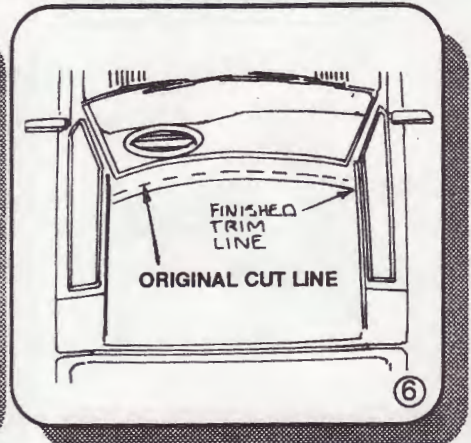
REMOVE HEADLINER:

DETACH HEADLINER AT WINDSHIELD AND LET HANG LOOSE PAST CUT LINE.
FRONT ROOF CUT LINE (*COMPASS SETTING)* SEE SPEC SHEET (P-11)

- ⑤ **NOTE:** COMPASS MEASUREMENTS ARE MADE FROM FRONT EDGE OF WINDSHIELD MOLDING WHERE GLASS MEETS MOLDING (SEE ILLUSTRATION).
A: SET COMPASS AND SCRIBE YOUR LINE STARTING AT THE CENTER OF THE ROOF AND CONTINUING TO THE POINT THAT THE CORNER WINDSHIELD MOLDING CURVES AWAY.
⑥ **B:** SCRIBE A 2ND LINE 3/8" BEHIND YOUR FIRST LINE. THIS REPRESENTS THE APPROXIMATE AMOUNT OF MATERIAL TO BE REMOVED FROM ROOF.
C: DOOR FRAME CUT LINE SEE PAGE (4) ILLUSTRATIONS 9 & 10
⑦ **REAR ROOF CUT LINE:**
MAKE SURE THE TRUCK IS PARKED ON LEVEL GROUND.
A: REMOVE REAR SIDE PILLAR TRIM IF ANY.

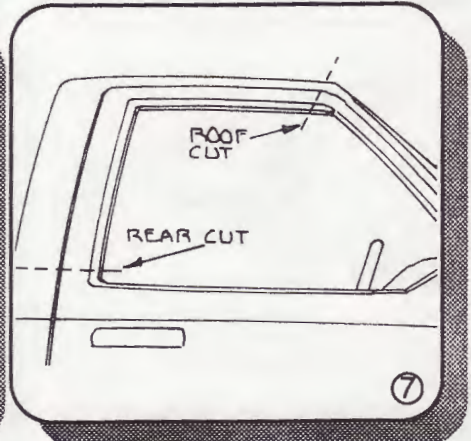


- ⑨ **B:** DOOR CLOSED, MEASURE REAR DOOR CUT LINE*SEE SPEC SHEET (P-11)
C: MAINTAIN THIS SAME HEIGHT FOR YOUR REAR CAB WALL CUT. MAKE SURE THAT THE PLACEMENT IS CONSISTANT FROM ONE SIDE TO THE OTHER. USING CHALK LINE OR STRAIGHT EDGE, MARK A LINE ACROSS THE REAR CAB WALL BETWEEN YOUR MARKS. AFTER THIS LINE IS MARKED, STAND BACK AND **MAKE SURE THAT THE LINE IS LEVEL** IN RELATION TO THE REAR WINDOW AND TOP EDGE OF THE BED.
D: TRANSFER THE LINE TO THE INSIDE OF THE CAB BY DRILLING TWO 1/8" HOLES ON THE LINE YOU HAVE JUST DRAWN.
E: MARK A LINE ON THE INSIDE OF THE REAR CAB WALL BY LINING UP BOTH HOLES. **THIS IS THE REAR CUT LINE.** MARK WITH DUCT TAPE ON EACH SIDE OF LINE LEAVING A 3/8" LINE REPRESENTING AMOUNT OF METAL TO BE REMOVED. MARKING REAR PILLAR POST CUT LINES INSIDE AND OUTSIDE THE CAB IS TRICKY, YOUR EYES CAN FOOL YOU, **MAKE SURE THEY ARE EVEN AND LEVEL!!** GET A 2ND OPINION.



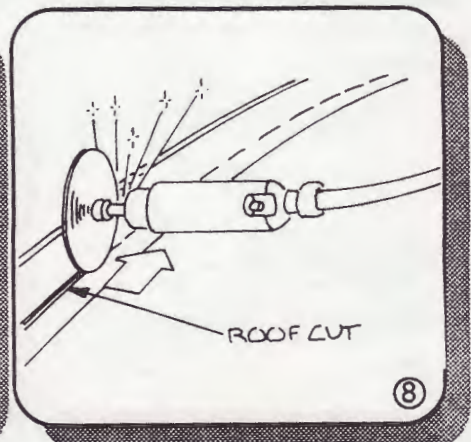
- ⑦ **REAR CUT:**
NOTE: IT MAKES IT EASIER IF YOU REMOVE YOUR BACK WINDOW...AND, IF USING A "SECRET WEAPON", BE SURE TO TAPE AND MASK REAR WINDOW TO KEEP FROM PITTING THE GLASS. REMOVING REAR WINDOW IS RECOMMENDED.

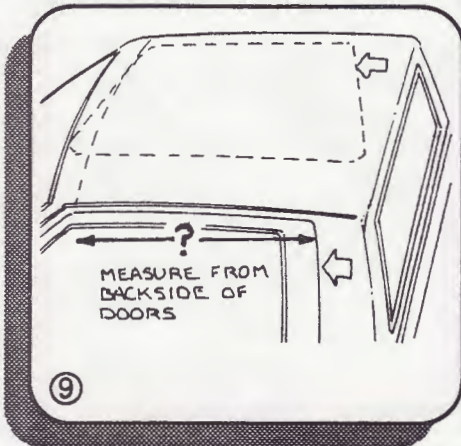
PLACE PROTECTION OVER THE TRUCK BED SO THAT THE CUTTING TOOL DOES NOT HARM THE PAINT. MAKE AN ELONGATED HOLE ON THE REAR CUT LINE WITH YOUR DIE GRINDER FOR AN ENTRY POINT.
A: USE A STRAIGHT BAR OR EDGE TO SERVE AS A "FENCE" FOR YOUR AIR SHEARS OR DIE GRINDER AND CUT ALL AREAS THAT YOU CAN GET TO, ON THAT LINE, WITH YOUR AIR SHEARS, OR DIE GRINDER.
B: MARKING AND CUTTING THE SIDE PILLARS IS DIFFICULT. GET A 2ND OPINION BEFORE CUTTING. OPEN DOOR AND USE A HACKSAW AND CUT FROM DOOR JAM FIRST, WORKING YOUR WAY TO THE REAR CORNERS.



C: USE A HACKSAW WITH A NEW BLADE ON THE CORNER AREAS, MAKING SURE YOU **DO NOT CUT COMPLETELY THROUGH CORNERS UNTIL YOU ARE READY TO REMOVE TOP.** THIS AVOIDS "PINCHING" FROM THE WEIGHT OF THE ROOF AND MAKES YOUR FRONT CUT EASIER AND MORE ACCURATE.

- ⑧ **FRONT ROOF CUT :**
A: USING DIE GRINDER MAKE STARTER SLOT AT EITHER END FOR AIR SHEARS.
B: NEXT, WE SUGGEST YOU LAY DOWN A MOLDING WITH ADHESIVE BACKING TO SERVE AS A "FENCE" IN GUIDING YOUR AIR SHEARS FOR A PRECISION CUT.
C: CUT TOP OF ROOF FROM END TO END FOLLOWING SCRIBE MARKS EXACTLY.





DOOR FRAME CUT: *SEE SPEC SHEET (P-11)

(*MEASUREMENTS ARE TO BE USED AS A GUIDE ONLY + OR - 1/4")

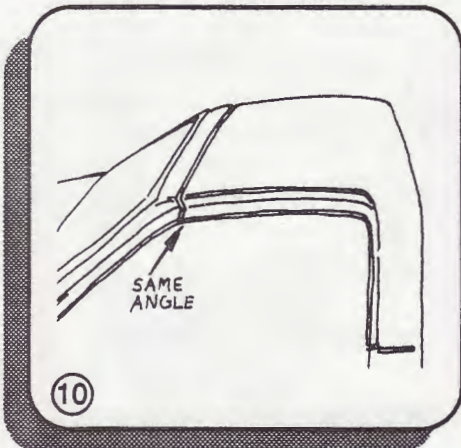
NOTE: HAVE AN ASSISTANT HOLD THE FRAME STEADY TO MINIMIZE VIBRATION DURING CUT. USE A DIE GRINDER FOR MAKING THESE CUTS.

A: MAKE SURE YOU HAVE REMOVED OR PULLED ASIDE ALL RUBBER MOLDINGS AND TRIM.

B: MARK AND TAPE FRONT OF DOOR FRAMES, CONTINUING THE SAME ANGLE AS YOUR ROOF LINE, CUT ALONG TAPE GUIDE.

C: CUT REAR DOOR FRAME AT SAME LEVEL AS REAR PILLAR POST THAT YOU HAVE JUST CUT.

NOTE: THE FOLLOWING STEPS SHOULD BE DONE AFTER THE LOWER REAR CAB WALL IS CUT SO THAT THE CORNER OF YOUR CUTS ARE NOT COMPLETED UNTIL THE REMAINING REAR CAB WALL CUTS ARE DONE.



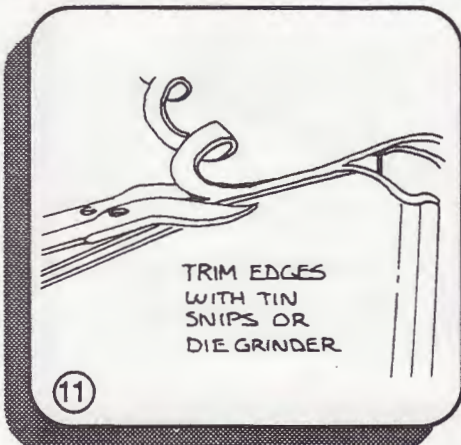
D: OPEN DOORS AND CUT THE CORNERS THROUGH THE HEADER WITH YOUR HACKSAW ON THE SAME LINE AND ANGLE SCRIBED ON THE ROOF EARLIER UNTIL YOU REACH YOUR AIR SHEAR CUT. AT THIS POINT YOU SHOULD BE ABLE TO LIFT OFF YOUR ROOF, UNLESS YOUR TRUCK HAS A 2ND LAYER OF METAL.

E: YOU CAN REMOVE YOUR ROOF WITHOUT CUTTING THROUGH THE 2ND METAL LAYER PRESENT IN SOME TRUCKS. USE A LOOSE HACKSAW BLADE TO SEPARATE SILICONE THAT BONDS BOTH LAYERS, IF PRESENT, ON YOUR TRUCK, AND LIFT OFF YOUR TOP.

F: NOW YOU CAN TRIM YOUR 2ND LAYER OF METAL (IF THERE IS ONE) USING YOUR AIR SHEARS IN THE SAME MANNER THAT YOU HAD ON THE FIRST LAYER.

G: TAKE CARE THAT YOU KEEP SAME ESTABLISHED ANGLE OF 90 DEGREES TO THE TOP SLOPE OF YOUR ROOF. YOU CAN USE A FLAT SURFACE SUCH AS A WOODEN BLOCK TO ENSURE PROPER ANGLE AND AMOUNT TRIMMED.

TIP: CUT 90 DEGREES TO SLOPE OF ROOF.

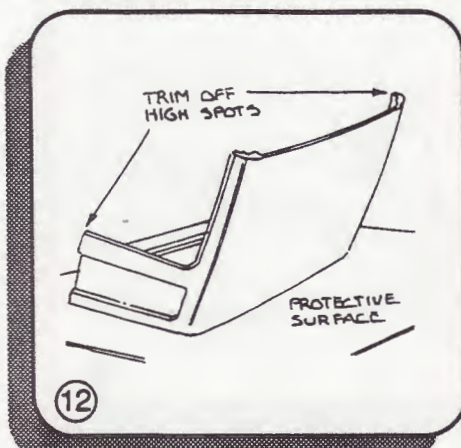


H: LIFT OFF THE ROOF AND PLACE ON A PROTECTED SURFACE, TRIM ENDS OF ROOF SECTION TO MATCH MATERIAL TRIMMED FROM CENTER (3/8").

NOTE: AFTER TRIMMING, PUT THE ROOF BACK ON THE TRUCK WITH REAR PILLAR CAPS TEMPORARILY ON, BUT, NO FRONT BOWS, TO VISUALLY ENSURE YOU HAVE PROPERLY TRIMMED METAL AND HAVE NO "HIGH SPOTS"! (LINE UP RAIN GUTTERS)

ON THE FORD RANGER AND FULL SIZE CHEVY YOU MAY HAVE TO REMOVE MORE THAN THE RECOMMENDED 3/8" OF METAL TO COMPENSATE FOR FRONT HEADER SHIFTING BACK WHEN THE ROOF IS CUT.

***SPECIAL NOTE:** IF YOU DO NOT PROPERLY ACCOMPLISH TRIMMING THE 3/8" OF METAL OFF THE ROOF, YOUR TOP CAN NOT ALIGN CORRECTLY. PAY SPECIAL ATTENTION TO THE CORNERS AND THE ANGLES. TO MAKE SURE YOU HAVE AT LEAST 1/4 CLEAR SPACE WITH RAIN GUTTERS IN ALIGNMENT AND WITHOUT FRONT BOWS ON.



NOW YOU ARE READY TO PREPARE THE ROOF:

PLACE ROOF UPSIDE DOWN ON A PROTECTED SURFACE.

ADDITIONAL PORTION OF METAL MAY HAVE TO BE REMOVED FROM CORNER EDGES OF ROOF AS SHOWN IN ILLUSTRATION. HOLD THE FEMALE BOW ENDS UP TO THE CORNERS TO GET AN INDICATION OF FIT. THIS IS SO THE RECESSED PORTION OF THE FEMALE BOW WILL FIT ONTO THE ENDS WITHOUT OBSTRUCTIONS. USE DIE GRINDER TO REMOVE OBSTRUCTING AREA.

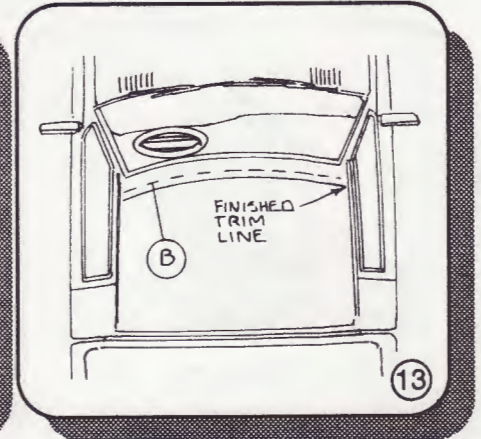
HEADLINER CUT:

A: IF YOU HAVE A HARD HEADLINER, REATTACH IT TO THE TRUCK, INSTALLING VISORS, MIRROR BRACKETS, AND ANY SIDE POST TRIM.

B: TRIM TO THE ROOF CUT LINE AS SHOWN.

C: IF YOU HAVE A SOFT HEADLINER YOU WILL CUT AND TRIM IN THE FINAL STEPS, USING CONTACT CEMENT, VELCRO, OR PINCH MOLDING TO REINSTALL. YOU CAN ALSO PURCHASE A HARD HEADLINER IN MOST CASES FROM DEALER.

D: HEADLINER SHOULD BE DISCONNECTED AND HANGING LOOSE ON ROOF SECTION, HOLD UP AND CUT YOUR HEADLINER IN THE EXACT SAME PLACE AS ROOF CUT AND CUT WITH A SHARP BLADE.



PREPARING TO FIT THE MALE(FRONT HEADER) ABS BOW:

DO NOT MAKE ANY TRIM CORRECTIONS TO PLASTIC PARTS.

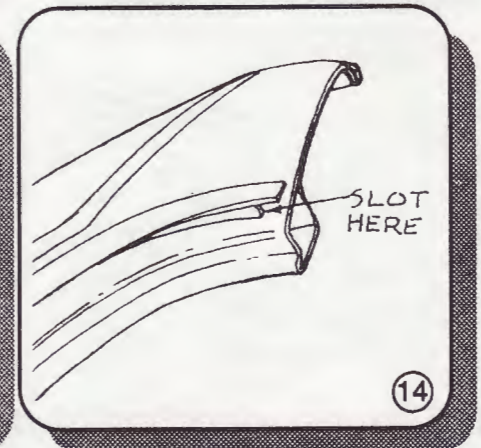
A: MAKE SURE YOUR METAL IS PROPERLY TRIMMED, WITH HIGH SPOTS REMOVED. DO NOT CHASE ANY LOW SPOTS, IF ANY.

***SPECIAL NOTE:** YOU MUST MAKE SURE ALL SURFACES OF PLASTIC PART HAVE BEEN SCUFFED THIS ALLOWS BEST ADHESION, AT THIS POINT MAKE A DRY FIT OF BOWS AND PILLAR CAPS.

B: TO PREVENT FUTURE RUST, COAT THE CUT PORTION OF WINDSHIELD HEADER WITH RUST PROOFING AGENT.

C: CUT A 1/8" SLOT IN THE RAIN GUTTERS ON EACH SIDE TO ALLOW MALE BOW TO FIT SNUGLY NEXT TO BODY. DO NOT CUT ABS BOW!!

D: STARTING AT EITHER END, WITH AN ASSISTANT, WORK THE ABS MALE BOW IN POSITION. IT WILL FLEX TO FIT THE CONTOUR OF THE CUT LINE. USE DUCT TAPE TO HOLD IN POSITION TEMPORARILY.

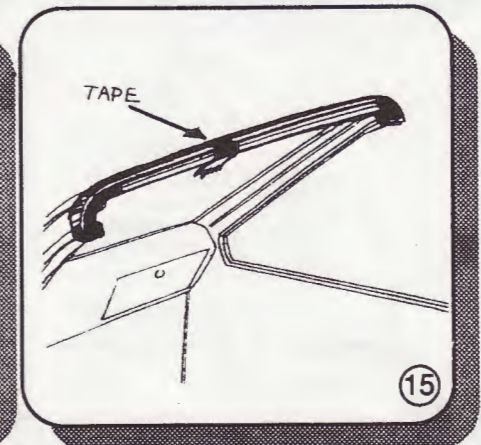


E: IF YOU ARE SATISFIED WITH YOUR FIT, LEAVE THE MALE BOW TEMPORARILY ATTACHED WITH DUCT TAPE AND PROCEED TO THE NEXT STEP. PERMANENT INSTALL OF FRONT BOW WILL BE ACCOMPLISHED TOWARDS END. (DO NOT ATTACH YET!!) MAKE SURE YOU HAVE PLACED LOWER ENDS OVER PLASTIC TRIM ON INNER WINDOW POSTS, IF ANY.(ENDS MUST SEAT ALL THE WAY IN).

F: FIT ON THE LOWER FEMALE PILLAR POST CAPS.

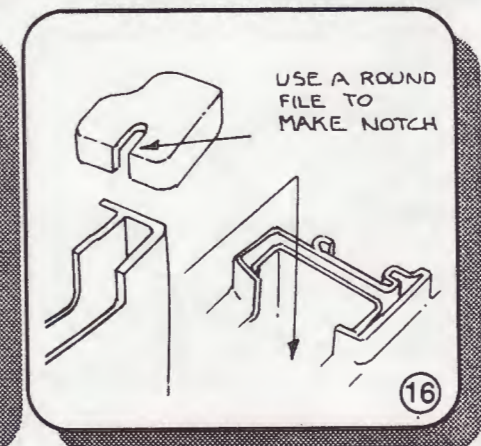
G: FIT THE REAR CAB WALL COVER AS SNUGLY AS POSSIBLE ON THE REAR CAB WALL.

NOTE: ON SINGLE LAYER REAR CAB WALL TRUCKS, A 7/8" X 4' WOOD INSERT IS USED TO CREATE A DOUBLE LAYER CAB WALL APPEARANCE. THIS PIECE SHOULD BE CUT IN TWO AND INSERTED UNDER AND INTO THE SIDE PILLAR CAPS TO FORM A BRIDGE TO ATTACH THE JOINED PORTIONS OF THE PILLAR CAPS AND THE CAB WALL COVER. USE SMALL SCREWS, OR RIVETS, TO ATTACH THRU THE REAR CAB WALL. THE ABS REAR COVER WILL COVER THE RIVETS OR SCREWS. USE EPOXY TO BOND IN PLACE.

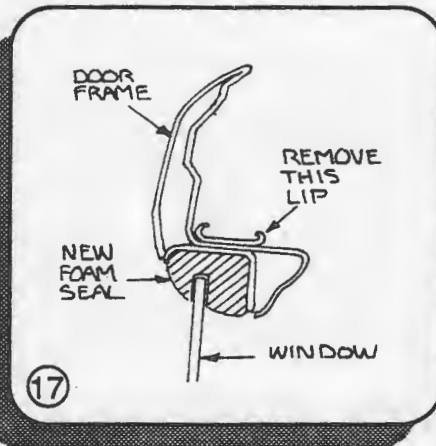


FITTING ON THE LOWER WINDOW END CAPS:

MAKE ALL WINDOW END CAPS FIT ON WITHOUT FORCING OR EXCESSIVE PRESSURE. REMOVE ANY EXCESS METAL, IF NECESSARY, TO FIT CAPS ON EASILY AND RELAXED. IF NOT INSTALLED PROPERLY, OPENING AND CLOSING DOORS AND TEMPERATURE CHANGES WILL BREAK CAPS!! YOU WILL NOTICE THAT THE WINDOW SLOT HAS NOT BEEN CUT IN THE WINDOW END CAPS, THIS IS SO THAT YOU MAY TRIM FOR YOUR PARTICULAR VEHICLE. CUT CAREFULLY, BECAUSE HOW AND WHERE YOU TRIM WILL DETERMINE THE TRACKING OF YOUR WINDOW INTO THE UPPER WINDOW CHANNEL. ROLL UP YOUR WINDOW AND CHECK IT BEFORE YOU TRIM!!(SEE ILLUSTRATION) NEVER TRIM ANY DEEPER OR WIDER THAN NECESSARY. USE A SMALL RATTAIL FILE, YOU MAY HAVE TO MAKE A SLIGHT ANGLE CUT TO ALLOW THE WINDOW TO TRACK PROPERLY INTO UPPER CHANNEL.



IF REATTACHING NARROW WINDOW FRAMES!!



***REATTACHING NARROW WINDOW FRAMES ONLY:**

(*MAZDA 7785 WILL NOT REATTACH)

THIS INSTALLATION TECHNIQUE MAKES IT UNNECESSARY TO TRIM OUT THE EDGE OF THE WINDOW FRAME TO ALLOW WINDOW/DOOR TO OPEN .

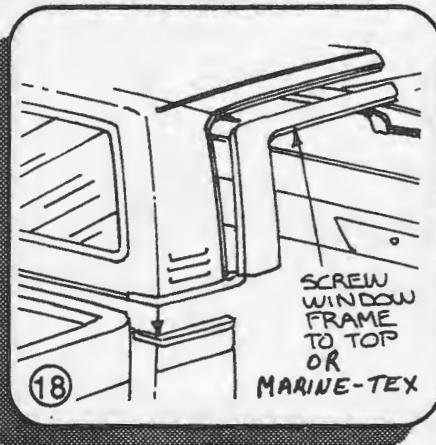
A: REMOVE THE INNER AND OUTER RUBBER SEALS.

B: REMOVE THE SMALL METAL PROTRUSION ON THE BACK SIDE OF FRAME, USING A DIE GRINDER OR ABRASIVE SANDING DISK (IF PRESENT).

C: HOLD FRAME UP TO YOUR TOP AND MAKE SURE THAT FRAME SEATS ALL THE WAY UP SO THAT THERE IS NO CLEARANCE BETWEEN FRAME AND ROOF. YOU MAY HAVE TO SQUARE UP THE CORNER ON THE ROOF PORTION AND ROUND UP THE INNER EDGE ON THE BACK SIDE OF THE FRAME TO ALLOW THE FRAME TO SEAT ALL THE WAY INTO THE CORNER.

D: DISCARD FACTORY SEAL AND USE SILICONE, MARINE-TEX OR URETHANE TO WEATHER SEAL AFTER REATTACHING.

E: USE 2 SHEET METAL SCREWS TO MOUNT FRAME.(MARINE TEXT WORKS TOO.)



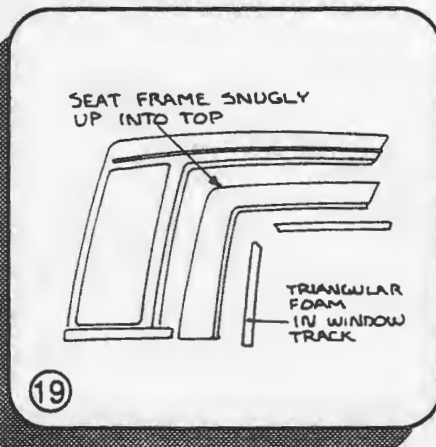
F: WITH TOP IN PLACE, YOUR WINDOW AND DOOR FRAME SHOULD OPEN AND CLOSE WITH PROPER CLEARANCE.

G: INSTALL TRIANGULAR FOAM (PROVIDED IN KIT) IN PLACE OF THE INNER CHANNEL RUBBER / FELT WINDOW GUIDES PREVIOUSLY REMOVED.

NOTE: THIS TECHNIQUE WILL WORK ON MOST NARROW WINDOW FRAME TRUCKS, SOME MODELS (I.E. DO, NI, IZ) IT WILL BE NECESSARY TO REMOVE SOME OF OUTER REAR LIP TO ALLOW WINDOW TO CLEAR. TRIM AS NEEDED.

TIP: INSTALLATION OF ORIGINAL DOOR SEALS IS OPTIONAL. WHEN INSTALL IS COMPLETE, THE GROOVE WHERE THE FRAME MEETS THE ROOF SHOULD BE SEALED WATER TIGHT WITH MARINE-TEX, OR SEALANT(URETHANE IF PAINTING)

IF REATTACHING WIDE WINDOW FRAMES!!



****REATTACHING WIDE WINDOW FRAMES ONLY**

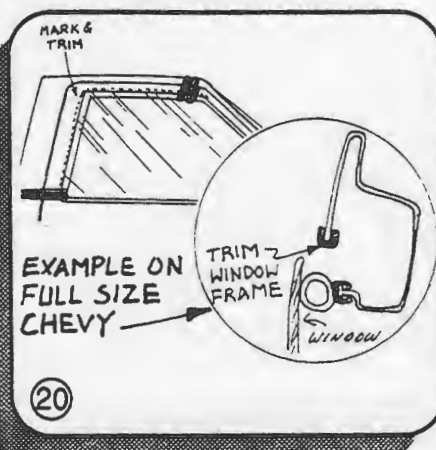
THE FOLLOWING PROCEDURE IS FOR ALL WIDE WINDOW FRAME VEHICLES WITH THE EXCEPTION OF THE FORD RANGER.

A: ATTACH THE ORIGINAL PINCH MOLDING ON ROOF WINDOW FRAME AREA AND TRIM TO FIT. (GENERALLY THE COLOR OF YOUR INTERIOR TRIM)

B: NEXT DISCARD THE ORIGINAL SEAL ON THE BACK SIDE OF YOUR WINDOW FRAME. YOU WILL BE SILICONING THE OUTER SEAM WHEN YOU ARE FINISHED, SO YOU WILL NOT HAVE TO REINSTALL THE SEAL.

NOTE: THE IDEA IS TO MOUNT THE WINDOW FRAMES AND OBTAIN THE SAME SPACING AND CLEARANCE THAT YOUR FRAME HAD BEFORE REMOVING IT, EXCEPT THE FORD RANGER, WHICH WILL BE MOUNTED WITH NO GAP AND AS TIGHT TO THE ROOF SECTION AS POSSIBLE.

C: TAPE THE WINDOW FRAMES IN POSITION, USING SHIMS OR SPACERS TO KEEP THE SPACE DESIRED TEMPORARILY. WHEN YOU APPLY EPOXY TO THE PILLAR POST CAP, THE FRAME WILL BE HELD IN THE PROPER POSITION.



****TRIMMING WINDOW FRAMES .**

A: OPEN BOTH DOORS ON TRUCK.

B: CAREFULLY PLACE ROOF ON TOP OF TRUCK, TAKING CARE NOT TO SCRATCH ANY PLASTIC PARTS INSTALLED. PLACE A CLOTH OVER PLASTIC.

C: HOLD ROOF INTO APROX FINISHED POSITION AND GENTLY CLOSE DOOR WITH WINDOW ROLLED UP ALL THE WAY.(DO NOT OVER EXTEND WINDOW)

D: USE A MAGIC MARKER TO INDICATE AREA TO BE TRIMMED OUT OF FRAME.

NOTE: ON S-10, THE REAR TRIM LINE WILL BE AT AN ANGLE. ALSO, MAKE SURE WINDOW IS TRAVELING UP ALL THE WAY. IF NOT, MAKE CORRECTIONS NOW.

E: REMOVE TOP... TRIM AND FILE OFF ROUGH OR SHARP EDGES ON FRAMES.

NOTE: ON OLDER FULL SIZE CHEVYS TRIM FRAME IN SAME MANNER AS ILLUSTRATION #20 AND ATTACH PINCH MOLDING IN SAME MANNER.

2nd WINDOW FRAME CUT OPT#1

OPTION #1

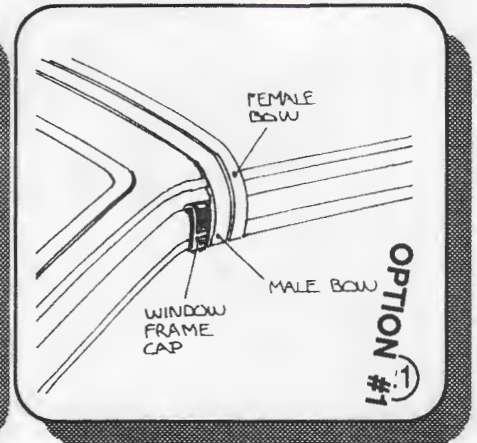
A: MARK A LINE APPROX 3/4" BACK FROM FIRST CUT ON UPPER WINDOW FRAME AND CUT OFF KEEPING THE SAME ANGLE AS THE FIRST CUT.

B: AFTER CUTTING YOUR WINDOW FRAMES OFF, UPPER DOOR WINDOW FRAME SHOULD CLOSE BEHIND THE MALE BOW. TRIM BACK ACCORDINGLY AS PER ABOVE . AT THIS TIME YOU MUST TRIM AND FINISH ALL OF THE METAL SURFACES ON THE TRUCK AND YOUR ROOF.

C: FRONT WINDOW END CAPS ARE TO BE INSTALLED JUST IN FRONT OF THE MALE BOW.

D: GRIND AND FILE THE METAL TO ALLOW THE BEST POSSIBLE FIT, CLOSE BEHIND THE MALE BOW. YOU MUST REMOVE APPROX 1/2" OF SMALL METAL LIP WHERE INSIDE SEAL FITS. TAKE YOUR TIME, AND TRIM PROPERLY FOR BEST FIT.

E: BOND IN PLACE, SNUGLY BEHIND MALE BOW. YOU CAN FILE THE BACK OF THE MALE BOW, IF NECESSARY, TO CREATE A SCISSOR TIGHT FIT.



2nd WINDOW FRAME CUT OPT#2

OPTION #2

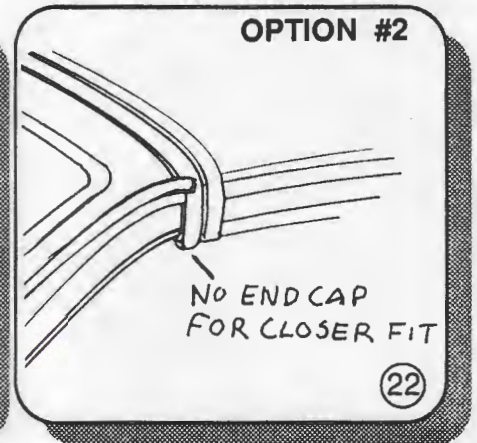
NOTE: FOLLOW STEPS A AND B OF OPTION 1

A: DO NOT INSTALL A WINDOW END CAP, INSTEAD CUT THE DOOR FRAME AS PRECISELY AS YOU CAN, SO AS TO BARELY MISS THE BACK OF THE MALE BOW. THIS WILL HELP REDUCE LEAKAGE POTENTIAL.

B: FILE OFF ANY SHARP EDGES.

WINDOW END CAPS:

IT IS OUR OPINION AT RATIONAL, YOU CAN ACCOMPLISH A MORE PROFESSIONAL INSTALL BY NOT USING THE UPPER WINDOW END CAPS ON CONVERTIBLES AND OUR TARGA. IF YOU CUT AND TRIM CAREFULLY, THE WINDOW ENDS CAN FIT SNUGLY BEHIND THE MALE BOW ON CONVERTIBLES AND SQUARELY ON TOP OF THE BOW ON TARGA TOP INSTALLS.



2nd WINDOW FRAME CUT OPT#3

OPTION #3

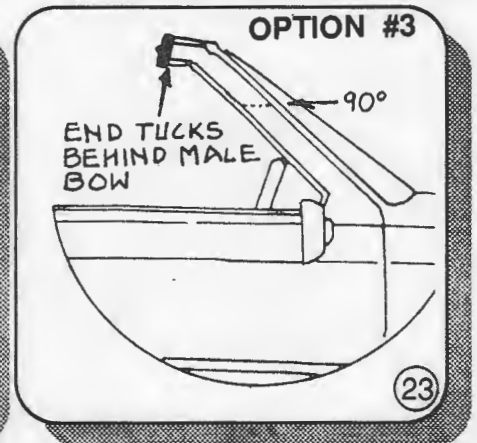
NOTE: THIS IS THE MOST EFFECTIVE AND CLEANEST LOOKING METHOD, IT IS HOWEVER A LITTLE MORE WORK.

A: INSTEAD OF CUTTING 3/4" BACK FROM FIRST CUT, MARK APPROXIMATELY 4" DOWN FROM FIRST CUT, MAKE THE MARK EXACTLY STRAIGHT ACROSS.

B: USING A DIE GRINDER OR HACK SAW CUT THIS POINT PERFECTLY LEVEL, THIS IS CRUCIAL IN ORDER FOR YOUR DOOR TO OPEN.

C: REATTACH UPPER PORTION, TUCKING THE UPPER END BEHIND AND INTO THE MALE BOW, (IF POSSIBLE), USE THE SAME METHOD OF ATTACHING THIS PART OF THE FRAME, AS THE UPPER PORTION, BY SCREWING IT ON.

D: FILE OFF ANY SHARP EDGES, AND USE EPOXY OR URETHANE TO CREATE A CLEAN FACTORY LOOK BY FILLING EXPOSED AREAS OF METAL.



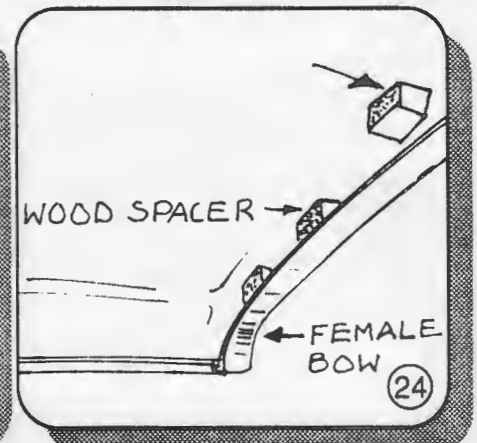
PRE-FITTING THE FEMALE BOW:

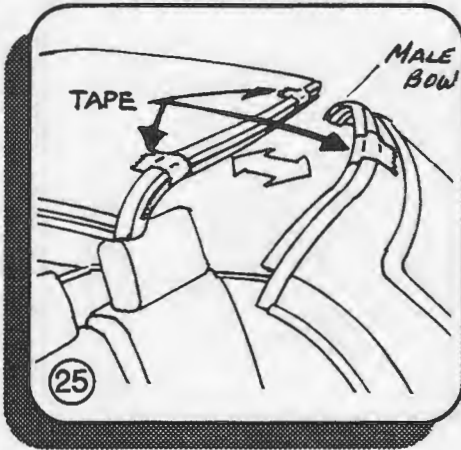
REMOVE THE WOOD SPACERS FROM THE FEMALE ABS BOW.

NOTE: THE WOOD SPACERS SERVE A VERY IMPORTANT PART, DO NOT THROW AWAY!! THEY HOLD THE ROOF SKIN TIGHT AGAINST THE PLASTIC SO THERE IS NO GAP BETWEEN THE FEMALE BOW AND ROOF ON THE TOP SIDE OF VEHICLE. SHIM THE SPACERS AS NECESSARY TO ELIMINATE ANY GAP. THEY WILL BE EPOXIED IN PLACE WHEN BONDING THE ROOF.

A: USING AN ASSISTANT, START AT EITHER END OF ROOF AND FIT FEMALE BOW TO THE TOP, FITTING LEADING EDGE OF ROOF UNDER THE UPPER PORTION OF THE FEMALE BOW. TEMPORARILY TAPE IN PLACE.

B: NEXT, TEMPORARILY TAPE MALE PILLAR POST CAPS IN PLACE, MAKING SURE THEY FIT PROPERLY. LEAVE UPPER CAB WALL COVER UNTIL BONDING THE PARTS ON.



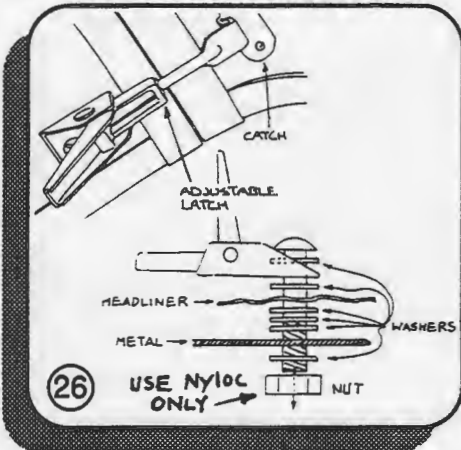


YOU ARE NOW READY TO MAKE A FIT CHECK OF YOUR ROOF:
 PLACE ROOF ON THE TRUCK INSERTING FEMALE BOW OVER MALE BOW, THEN, SETTING ROOF IN POSITION BY INTERLOCKING REAR PILLAR POST CAPS.

NOTE: DO NOT EPOXY PARTS ON UNTIL YOU HAVE INSTALLED AND SECURED THE LATCHES AND ARE SATISFIED WITH YOUR FIT.

A: GET INSIDE VEHICLE AND HOLD LATCHES IN POSITION ON ROOF BEHIND FEMALE BOW, YOU WILL ATTACH LATCH THROUGH HEADLINER AND PLASTIC TRIM, EXTEND UPPER LATCH 3/4 OF THE WAY OUT, WITH LATCH CLOSED, MAKE SURE LATCH HOOK REACHES INTO WINDSHIELD HEADER AREA, MARK BOLT HOLE WITH MARKER.

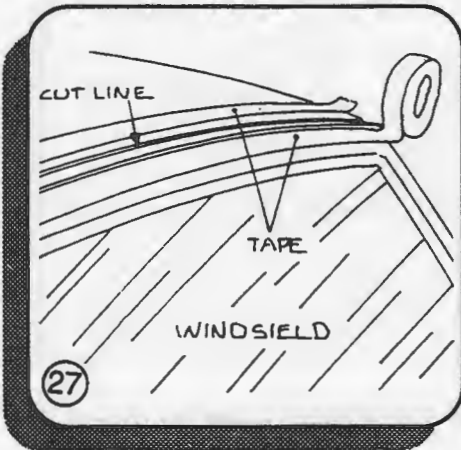
B: REMOVE THE ROOF AND THE FEMALE BOW, DRILL 1/4" LATCH BOLT HOLE WHERE MARKED ON ROOF. INSTALL LATCH USING WASHERS AND BOLT IN EXACTLY THE SAME MANNER AS IN ILLUSTRATION.



C: WITH ROOF TEMPORARILY IN PLACE AGAIN, INSTALL REAR LOWER LATCHES BY INSTALLING THE KEEPER 1ST, BUTTING UP TO ABS PLASTIC LOWER PILLAR CAP. THEN INSTALL LATCH PORTION APPROX 1 1/2" UP FROM UPPER ABS PILLAR CAP. IF KEEPER PUSHES IN DURING ATTACHMENT, USE CLAW HAMMER TO LEVERAGE OUT FOR ALIGNMENT.

D: EXTEND UPPER LATCH 3/4 OF THE WAY OUT, WITH LATCH CLOSED, PLACE KEEPER IN APPROPRIATE LOCATION ON HEADER FOR LATCHING, TO MOUNT IN PLACE, USE 3/16" RIVETS, THEN LATCH AND ADJUST. (DO NOT OVER TIGHTEN!!!)

E: AT THIS TIME INSERT THE WOOD BLOCK UNDER THE FEMALE BOW AND SHIM TIGHTLY, THIS WILL ELIMINATE SPACE BETWEEN THE ROOF AND FEMALE BOW. **NOTE:** TAPE AROUND ALL PLASTIC CAPS AND BOWS ONCE YOU ARE SATISFIED WITH THE FIT, THIS WILL BE THE PERMANENT LOCATION OF ALL YOUR PARTS ONCE YOU PERMANENTLY INSTALL THEM.



PERMANENTLY INSTALLING THE PLASTIC PARTS:

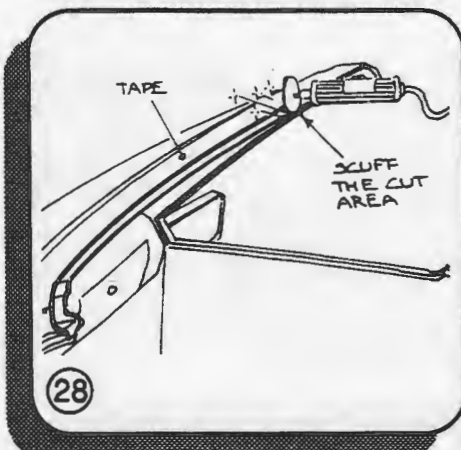
IF EVERYTHING FITS RIGHT, PROCEED WITH THE FOLLOWING...

A: LAY DOWN A STRIP OF TAPE NEXT TO THE PARTS INDICATING THE FINISHED FIT LINE (IF YOU HAVEN'T DONE IT IN THE PREVIOUS STEP).

NOTE: DO NOT REMOVE THIS TAPE UNTIL AFTER BONDING PART ON!! THIS WILL PROTECT THE PAINT FROM EPOXY AND GIVE A GOOD FINISH LINE.

B: REMOVE ALL ABS PLASTIC FROM THE TRUCK AND THE ROOF.

C: SCUFF AND PREPARE SURFACES, ESPECIALLY IN THE BOW AREAS. USE A DIE GRINDER TO SCORE THE METAL, THIS PROMOTES GOOD ADHESION



*****EPOXYING THE PARTS ON*****

***SPECIAL NOTE:** READ THE INSTRUCTIONS ON THE EPOXY AND ALLOW AMPLE WORKING TIME AND CURING TIME BEFORE PROCEEDING...THE MORE CATALYST USED CAN SPEED THE CURE TIME. DO NOT USE RIVETS, URETHANE OR SILICONE...IT WILL VOID THE WARRANTY.

D: PREPARE ALL SURFACES TO BE BONDED, INCLUDING THE ABS PLASTIC.

E: MIX AN AMPLE AMOUNT OF EPOXY WITH CATALYST TO COMPLETE THE JOB.

F: WORK WITH AN ASSISTANT AND APPLY EPOXY TO THE PART AND THE BODY.

- a) 4 PILLAR POST CAPS
- b) MALE AND FEMALE BOWS
- c) UPPER AND LOWER REAR CAB WALL COVERS

NOTE: DO THE WINDOW FRAME END CAPS AFTER COMPLETING THE INSTALL.

G: TAPE MALE BOW IN PLACE, MAKING SURE IT IS FULLY SEATED. WE SUGGEST YOU USE DUCT TAPE AND DRAW A PIECE OVER THE FRONT WINDSHIELD AND ADHERE IT TO THE MIDDLE OF THE WINDSHIELD INSIDE.

H: FIT FEMALE BOW TO ROOF SECTION AND WITH AN ASSISTANT, REPLACE AND LATCH THE ROOF IN PLACE, ON THE TRUCK.

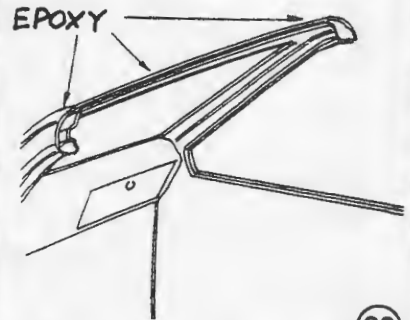
THIS NEXT STEP IS VERY IMPORTANT!!

I: INSTALL THE WOOD BLOCKS IN THE FEMALE BOW, SHIMMING TIGHTLY TO ROOF. THIS WILL DRAW THE BOW DOWN TIGHTLY TO THE ROOF SKIN, USE EPOXY TO SECURE AND TIGHTLY LOCK IN PLACE.

J: REMOVE ALL TAPE, PULLING TAPE TOWARD YOU AND ACROSS THE PART. THIS GIVES A CLEAN CRISP LINE.

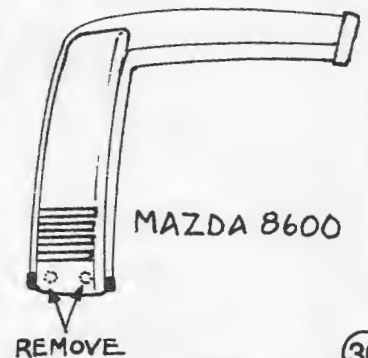
K: VERIFY THAT ALL PARTS ARE IN PROPER POSITION AND PUT TRUCK IN DIRECT SUNLIGHT FOR FASTER CURE TIME. DO NOT REMOVE TOP EARLY!!

L: REMOVE ANY EXCESS EPOXY AND ALL TAPE BEFORE EPOXY SETS UP.



(29)

NOTE: IF YOUR VEHICLE HAS SIDE PLASTIC TRIM, REINSTALL AT THIS TIME. ON LATE MODEL MAZDAS, IT WILL BE NECESSARY TO NOTCH ABS COVER TO INSTALL PLASTIC TRIM, AND, TO CUT OFF TWO FACTORY BOLTS ON THE BOTTOM BEFORE INSTALLING.



(30)

USING SILICONE TO TRIM OUT YOUR TOP:

A: PUT A STRIP OF DUCT TAPE OR MASKING TAPE IMMEDIATELY ADJACENT TO ALL OF THE ABS PLASTIC PARTS YOU HAVE INSTALLED.

B: DRAW A STRIP OF BLACK SILICONE DOWN THE ENTIRE SEAM AREA.

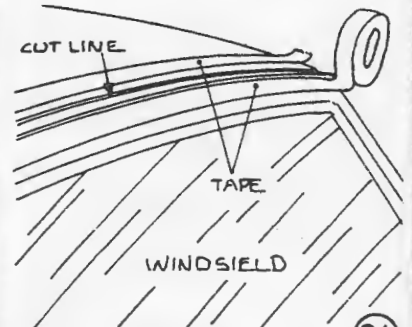
C: USE FINGER TO COMPRESS SILICONE INTO CREVICE TO MAKE A SMOOTH SEAM. (WET FINGER TO MAKE A SMOOTH FINISH.)

D: REMOVE TAPE IMMEDIATELY, PULLING TOWARDS (NOT AWAY) FROM ABS PART. THIS WILL GIVE A GOOD CRISP EDGE.

E: PUT SILICONE ON THE BACK SIDE OF THE MALE BOW ENDS AT LEAK POINTS.

F: USE SILICONE AT END OF RAIN GUTTER WHERE IT MEETS THE MALE BOW.

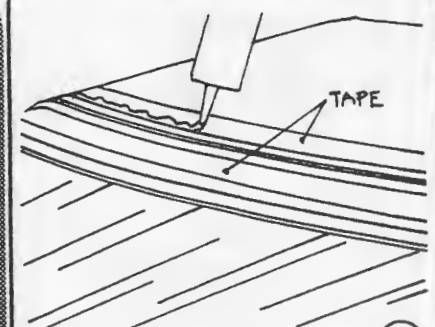
NOTE: SUBSTITUTE SILICONE FOR URETHANE IF PAINTING.



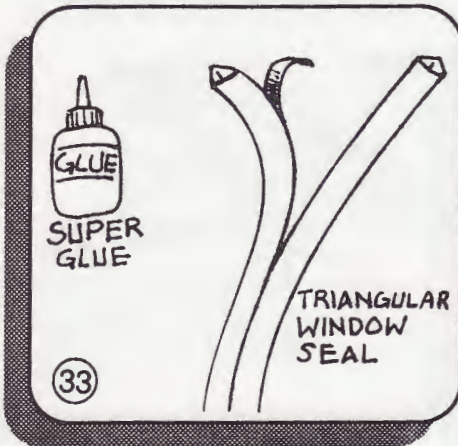
(31)

NOTE: YOU CAN BACK-FILL THE CORNERS OF THE MALE BOW ENDS WITH BONDO FOR A FINISHED LOOK. THIS IS ENTIRELY OPTIONAL, BUT CREATES A PROFESSIONAL FINISHED LOOK WITH THE DOOR OPEN, AND WILL CREATE A GOOD INNER SEAL AREA, DEPENDING ON YOUR ABILITY TO WORK WITH IT. THE WINDOW END CAP AND THE BACK OF THE MALE BOW SHOULD BE AS CLOSE AS POSSIBLE AND STILL BE ABLE TO OPEN AND CLOSE THE DOOR WITHOUT TOUCHING. FINISH OFF AND USE FLAT BLACK SPRAY PAINT TO TOUCH UP.

***SPECIAL TIP:** TO CREATE YOUR OWN WATER SEAL AT THE BACK OF THE MALE BOW WHERE END CAPS SEAT, FILL BACK OF BOW WITH RTV SILICONE AND COAT END CAP WITH GREASE SO THAT SILICONE WILL NOT ADHERE. GENTLY CLOSE DOOR AND LET SET FOR SEVERAL HOURS AND FINISH TRIM. YOU HAVE JUST CREATED YOUR OWN SEAL.

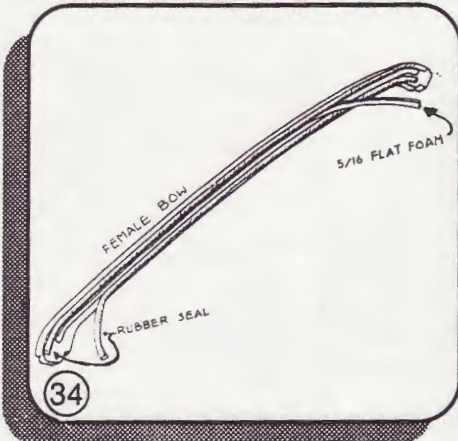


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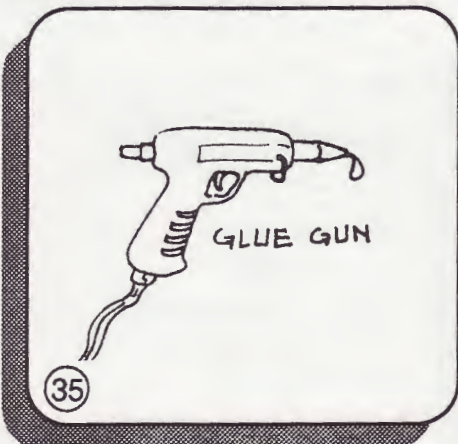
WINDOW TRIM INSTALLATION:

- A: INSTALL TRIANGULAR SEAL INSIDE YOUR WINDOW CHANNEL, CUTTING AND TRIMMING TO 45 DEGREES IN THE CORNERS FOR THE BEST APPEARANCE.
 - B: REINSTALL ALL ORIGINAL TRIM AROUND INSIDE DOOR AREAS.
 - C: FOAM TRIM IS SUPPLIED FOR USE AT YOUR DESCRETION. USE FOAM AND SILICONE TO CREATE A GOOD SEAL BEHIND ENDS ON MALE BOW AND UPPER WINDOW END CAP AREA.
 - D: WHEN ROLLING WINDOW UP, IT MAY BE NECESSARY TO TRIM OR SUPER GLUE THE RUBBER TRIM AT THE BOTTOM REAR OF WINDOW TO KEEP WINDOW FROM ROLLING INTO AND TEARING TRIM. MAKE CORRECTIONS AS NECESSARY. EXPERIMENT WITH YOUR OWN TECHNIQUES IN ASSURING YOUR VEHICLE IS AS LEAKPROOF AS POSSIBLE.
- CALL IF YOU NEED ASSISTANCE—(602)921-7903
A SOFTOP OPTION IS AVAILABLE ALSO.



SEAL KIT INSTALLATION:

- NOTE: THE FEMALE BOW ALWAYS GOES ON THE ROOF SECTION.
- A) MAKE SURE SURFACE IS FREE FROM ALL DIRT AND GREASE.
 - B) INSTALL TOP RUBBER SEAL FIRST CONFORMING TO CURVATURE OF BOW AS ILLUSTRATED. LEAVE APPROX 1/3" HANGING OVER THE ENDS SO WATER DOES NOT DRIP INTO CAB AT TOP OF WINDOW.
 - C) USE SUPER GLUE OR LOCKTITE TO GLUE IN POSITION. DO NOT USE ANY OTHER TYPE OF ADHESIVE!!!
 - D) NOTE THAT THE BOTTOM SEAL DOES NOT CONFORM TO THE CURVATURE FOR EASE OF INSTALLATION.
 - E) MAKE SURE THE TOP SEAL EXTENDS PAST THE END OF THE FEMALE BOW APPROX 1/3" SO WATER WILL FORM A DRIP POINT AT THE END RATHER THAN FIND ITS WAY BACK INSIDE THE TRUCK.



***HELPFUL HINT:** HOT GLUE GUN IS VERY HELPFUL ATTACHING FOAMS AND HEADLINER.

***HELPFUL HINT:** A HOT AIR BLOWER OR HAIR DRYER IS VERY HELPFUL IN HEATING ABS PARTS TO MAKE SMALL CORRECTIONS.

****WARNING!!** IF YOU APPLY TOO MUCH HEAT, YOU WILL DISTORT AND DESTROY THE PART, SO HEAT VERY SLOWLY.

TROUBLE SHOOTING TIPS:

- A) MALE AND FEMALE BOWS DO NOT SEAT PROPERLY
 1. CHECK TO MAKE SURE ENDS OF ROOF DO NOT HAVE ANY OBSTRUCTIONS TO KEEP FEMALE PORTION FROM RECESSING PROPERLY.
 2. MAKE SURE YOU DO NOT HAVE ANY HIGH SPOTS, AS THEY WILL RESTRICT BOWS FROM SEATING PROPERLY.
 3. MAKE SURE THAT YOU HAVE TRIMMED AN EXTRA 3/8" OFF OF ROOF.
 4. MAKE SURE THAT YOU HAVE TRIMMED ENOUGH OFF THE ENDS OF ROOF, AND AT THE PROPER ANGLE.



- B) WINDOWS DO NOT ROLL UP ALL THE WAY.
 1. MAKE SURE YOU HAVE NOTCHED THE WINDOW END CAPS PROPERLY.
- C) WINDOWS DO NOT TRACK INTO TOP FRAME PROPERLY.
 1. MAKE SURE TOP WINDOW END CAP DOES NOT CONTACT MALE BOW.
 2. MAKE SURE TOP WINDOW FRAME IS NOT BENT OUT OF POSITION.
 3. YOU MAY HAVE TO NOTCH WINDOW END CAP AT AN ANGLE TO CAUSE WINDOW TO TRACK INTO THE GROVE.
- D) ATTACHING HEADLINER.
 1. USE PINCH MOLDING AND/OR REFER TO VIDEO FOR INSTALL PROCEDURE.
- E) RAIN GUTTERS DO NOT LINE UP
 1. IF RAIN GUTTERS ARE SLIGHTLY OUT OF HORIZONTAL ALIGNMENT, YOU CAN BEND THEM TOWARD EACH OTHER WITH A RUBBER HAMMER TO CORRECT.

SPECIFICATIONS FOR CUTTING YOUR ROOF

SET COMPASS AND SCRIBE THE LINES STARTING AT THE CENTER OF THE ROOF AND CONTINUING TO THE POINT THE WINDSHIELD MOLDING STARTS TO CURVE AWAY. SCRIBE THE 2ND LINE 3/8" BEHIND THE FIRST LINE. THIS REPRESENTS AMOUNT OF METAL THAT MUST BE REMOVED TO INSTALL.

MEASURE AN EQUAL DISTANCE FROM BACK OF WINDOW FRAMES FORWARD TO INSURE THAT YOUR CUT LINE IS EQUAL ON BOTH SIDES.

NOTE: EFFECTIVE SINCE APRIL 1, 1990, THE CUT LINE FOR THE HOTTOP STYLE BOW HAS BEEN CHANGED TO BE THE SAME AS THE RATICAL CUT LINE. IF YOU ARE UPGRADING OR REPLACING OLD PARTS ON A HOTTOP OR OTHER STYLE KIT, YOU MAY EXPERIENCE SOME DIFFERENCES IN FIT AND YOU MAY HAVE TO MODIFY THE METAL ON YOUR TRUCK FOR CORRECT FIT, OR COMPLETE SETS OF PILLAR POST AND WINDOW END CAPS CAN BE PURCHASED TO MATCH.

IMPORTANT!! (B) AND (C) MEASUREMENTS WILL BE EITHER ONE OR THE OTHER, THE MEASUREMENT IS MADE FROM REAR TOP OF THE DOOR FRAME DOWN FOR MEASUREMENT (B), AND FROM WINDOW SILL METAL UP FOR LOWER REAR WINDOW STUB MEASUREMENT (C).

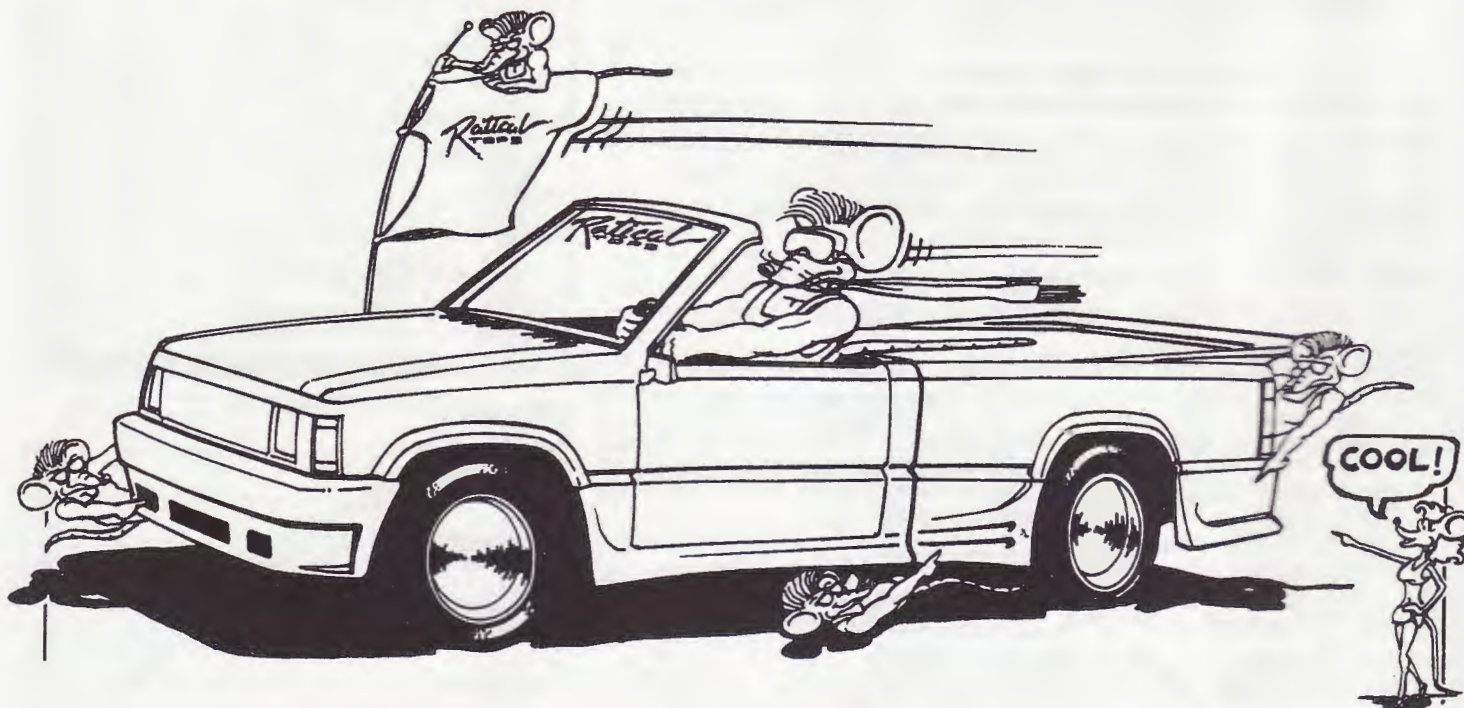
TRUCK	RATICAL OR HOTTOPS	FRONT WINDOW FRAME CUT (A)	REAR LOWER WINDOW CUT (B)	WINDOW STUB (C)
TOY 73-78	4.50"	16.00"	++++	1"
TOY 79-83	4.50"	16.50"	++++	1"
TOY 84-88	4.50"	15.60"	++++	1"
TOY 89-UP	4.50"	19.50"	19.00"	++
DAT 73-79	4.50"	16.50"	++++	1"
DAT 80-83	4.50"	16.00"	++++	1"
NIS 84-86	4.00"	17.00"	++++	1"
NIS 87-UP	4.00"	20.00"	19.25"	++
CVY 72-80	5.75"	20.00"	++++	3/8"
S-10 82-93	4.00"	20.50"	18.50"	++
IZ 81-87	4.50"	17.50"	++++	1"
IZ 88-94	4.00"	21.75"	20.75"	++
DO/MI 79-86	4.75"	17.00"	++++	1"
DO/MI 87-94	4.00"	18.00"	++++	2 3/8"
MAZ 77-85	4.25	16.25"	++++	1 5/8"
MAZ 86-93	4.00"	18.50"	++++	1"
FR 82-92	4.00"	21.25"	17.50"	++
GM F/S 73-87	6.75"	21.50"	17.75"	3 3/4**
GM F/S 88-94	4.75"	22.00"	22.75"	++
COMMANCHE	5.25"	19.25"	++++	1"
DAKOTA	3.50"	++++	++++	1/2"

- A) FROM REAR OF DOOR FRAME FORWARD
- B) FROM TOP OF DOOR FRAME DOWN
- C) FROM WINDOW SILL METAL UP
- *) OLD HOTTOP CUT LINE PRIOR TO 04-01-90
- ***) UP FROM TOP OF DOOR HANDLE

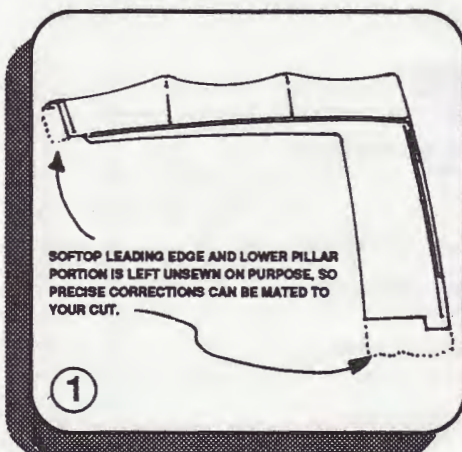
THESE CUT LINES ARE GUIDE LINES ONLY AND WE DO NOT GUARANTEE THEIR ACCURACY. IT IS UP TO YOU TO CONFIRM AND CALL US IF YOU ARE NOT SURE OR IF YOU ARE NOT IN AGREEMENT WITH THE PLACEMENT OF YOUR CUTS. IN ANY CASE, WE ADVISE THAT YOU TAKE YOUR TRUCK TO AN EXPERIENCED INSTALLER.

LIST OF MATERIALS PROVIDED IN KITS

HARDTOP GENERAL PARTS	
INSTALLATION INSTRUCTIONS	
MALE BOW	
FEMALE BOW	
LOWER REAR CAB WALL COVER	
UPPER REAR CAB WALL COVER	
PILLAR CAPS	
WINDOW FRAME CAPS	
1/8" PINCH W/ 5/8" BULB FOR WINDOWS	
1/8" PLAIN PINCH FOR OUTER WIND/LIP OR USE FOR SOFT HEADLINER REATTACHMENT	
TRIANGULAR WINDOW SEAL	
TRIANGULAR FOAM W/ ALUM FRAMES / SET	
RECTANGULAR FOAM	
SEAL KIT FOR BOWS	
HARDWARE PACKAGE	
TOGGLE ROOF LATCHES (2 TOP - 2 BOTTOM)	
TOGGLE LATCH CLIPS	
METAL 1" X 2" LATCH SPACERS - IF NEEDED	
EXTRA FOAM	
WOOD SPACERS FOR FEMALE BOW	
SMALL HARDWARE PACKAGE	
1/8" RIVETS	
3/4" PAN HEAD SCREWS	
METAL SCREWS	
SOFTTOP ONLY:	
2 ALUMINUM VERTICAL SIDE ARMS Foam, Cable and Pins attached	
2 ALUMINUM HORIZONTAL ARMS Foam attached	
RAG TOP	
RAG CENTER HOLD UP BOWS	
1" SQUARE ALUMINUM FRAME Velcro, Foam, Caps attached	
1/2" TELESCOPING FRAME Bushings, Corner tubes, spring snap	
ALUMINUM Z-STRIP	
TARGA TOP ONLY:	
TARGA ABS	
LEXAN PLEXI-GLASS CENTER	
SNAPS	
WOOD SCREWS	
NYLON STRAPS	
ALUMINUM Z-STRIP	
OPTIONAL ITEMS	
REAR CAB WALL SUPPORT	
WINDOW KIT (S-10/ TOYOTA)	
1" SQ x 8" CAB WALL SPACERS	



SOFTOP INSTALLATION



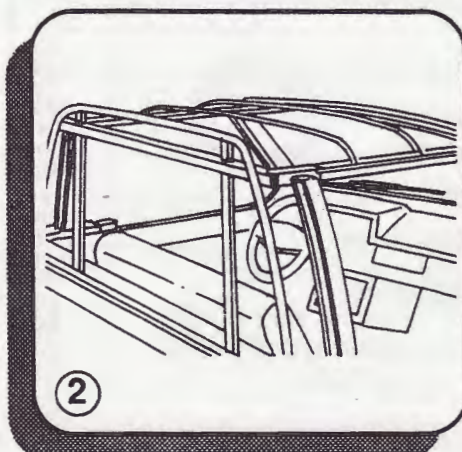
THE DIRECTIONS IN THIS SECTION ASSUME YOU HAVE ALREADY INSTALLED THE REMOVABLE HARDTOP CONVERSION, AND, HAVE INSTALLED THE CAB REINFORCEMENT BAR. IF YOU HAVE NOT DONE SO, PLEASE REFER TO SECTION (A) CONVERTIBLES. IF INSTALLING THE SOFTOP ONLY, IGNORE THE SECTIONS PERTAINING TO THE CUTTING AND REMOVAL OF YOUR TOP IN SECTION (A) CONVERTIBLES AND CONTINUE IN SECTION b: SOFTOP INSTALLATION.

SECTION b: SOFTOP INSTALLATION

NOTE: THE BED OF YOUR TRUCK MUST BE REMOVED IN SOME CASES TO INSTALL THE SNAPS, AND, TO DRAW BOLTS TIGHT FOR PROPER INSTALLATION.

PREPARATION

- A: REMOVE SEAT AND REAR FLOOR MAT/MATTING
- B: INSTALL CAB REINFORCEMENT BAR(SEE SECTION (A))



C: ASSEMBLE BACK PORTION OF FRAME CONSISTING OF THE FOLLOWING:

- a) 1" SQUARE HORIZONTAL REAR SUPPORT WITH SIDE ARMS ATTACHED
- b) 3/4" ROUND REAR ALUMINUM BOW,
- c) ROUND TELESCOPING VERTICAL REAR SUPPORTS (2)

NOTE: IF INSTALLING ON MAZDA 7785, YOUR FRAME WILL NOT COLLAPSE DUE TO CAB WALL CLEARANCE AND MUST BE REMOVED FROM LOWER 7/8" TUBE.

FRAME ASSEMBLY AND INSTALLATION:

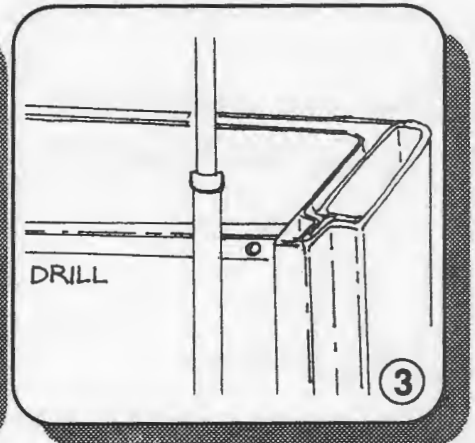
A: PULL THE 3/4" TELESCOPING TUBE OUT OF THE 7/8" TUBE. YOU WILL NOTICE THAT THE HEIGHT ADJUSTMENT HOLES HAVE NOT YET BEEN DRILLED, THIS WILL BE DONE IN THE FINAL STEPS.

B: ASSEMBLE FRAME AS SHOWN IN DIAGRAM A1

C: POSITION ASSEMBLED BACK PORTION PRECISELY IN THE MIDDLE OF THE CAB, TAKING MEASUREMENTS FROM REFERENCE POINTS SUCH AS THE OUTER CAB WALL, PILLAR POSTS, ETC.

D: ATTACH LOWER SQUARE ALUMINUM FRAME TO REAR CAB WALL BY DRILLING 1/8" HOLES. USE METAL SCREWS TO ATTACH TO CAB WALL. YOU MUST SPACE OUT FROM REAR CAB WALL 1" USING CAB REINFORCEMENT BAR OF 1" SPACERS.

E: WITH FRAME FULLY IN COLLAPSED POSITION, OBSERVE HOW MUCH FRAME RISES ABOVE REAR CAB LINE. IF YOU DESIRE TO LOWER FRAME POSITION FURTHER, PROCEED WITH THE FOLLOWING.



COMPLETELY COLLAPSING YOUR FRAME:

A: MARK THE FLOOR OF YOUR CAB PRECISELY WHERE THE BOTTOM OF THE TELESCOPING TUBE MEETS THE FLOOR, DRAWING A ROUND CIRCLE THE SAME DIAMETER OF THE TUBE. HOLES MUST BE PRECISE SO FRAME TELESCOPES UP AND DOWN FREELY, MAKE HOLE OVERSIZED AS NEEDED SO FRAME CAN BE EXACTLY CENTERED (APPROX. A 1" HOLE)

B: REMOVE THE FRAME.

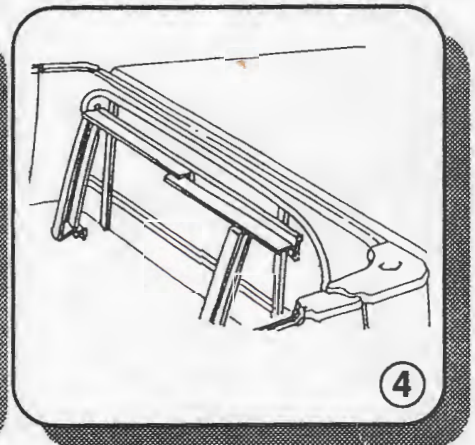
C: USING A CENTER PUNCH INDICATING THE CENTER OF YOUR CIRCLE

D: MAKE SURE THERE IS NOTHING IMPORTANT UNDER AREA TO BE DRILLED.

E: USING A 1" METAL HOLE CUTTING SAW BIT, DRILL THROUGH THE CAB FLOOR, FILE HOLE TO MAKE IT SLIGHTLY LARGER TO ALLOW PROPER CENTERING.

F: RE-INSTALL FRAME, LOWERING IT TO YOUR DESIRED HEIGHT.

G: TIGHTEN BRACKETS, HOLDING SUPPORTS FIRMLY IN POSITION



H: SEAL AROUND BASE ON FLOOR WITH MARINE-TEX OR EPOXY TO SEAL AND HOLD FRAME TIGHTLY IN PLACE.

I: RAISE THE TELESCOPING FRAME TO THE APPROXIMATE INTENDED HEIGHT, USING TAPE TO TEMPORARILY HOLD IN POSITION.

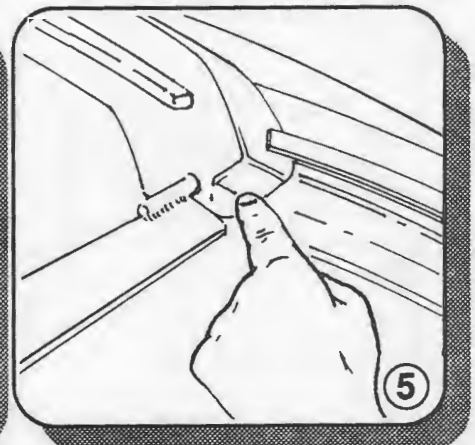
J: EXTEND THE HORIZONTAL SIDE ARMS TO THE FRONT WINDSHIELD

K: ADJUST THE HEIGHT OF TELESCOPING FRAME UNTIL IT PARALLELS THE TOP OF THE DOOR GLASS AT A HEIGHT APPROX 1/2" ABOVE DOOR GLASS. TEMPORARILY TAPE IN PLACE.

L: DRILL A 1/4" HOLE IN THE MALE BOW AS INDICATED BY A SMALL DEPRESSION ON PART, UNLESS PREVIOUSLY DRILLED.

M: INSERT GUIDE PINS AT THE END OF THE HORIZONTAL ARMS INTO THE HOLES.

***SPECIAL NOTE:** BEFORE PROCEEDING TO THE NEXT STEP, TAKE A LOOK AT HOW THINGS ARE LINING UP AND DOUBLE CHECK YOUR MEASUREMENTS.



INSTALLING VERTICLE SIDE ARMS AT REAR OF WINDOW:

POSITIONING OF THESE SIDE ARMS DETERMINES THE QUALITY OF YOUR INSTALL, TAKE YOUR TIME BEFORE PERMANENTLY ATTACHING. THESE ARMS ARE INTENDED TO MOUNT RIGID, PERMANENTLY TO HORIZONTAL ARMS.

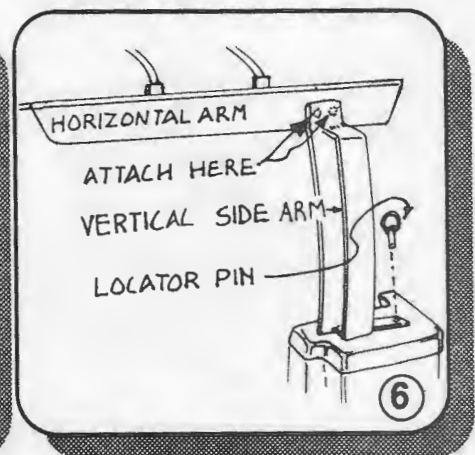
USE CLAMPS TO HOLD IN PLACE WHILE DETERMINING EXACT LOCATION TO MOUNT AND DRILL HOLES IN HORIZONTAL SIDE ARMS, TRIM TO FIT.

A: ALLOW APROX 1/8" CLEARANCE BETWEEN THE LOWER PILLAR POST CAPS AND THE BOTTOM OF ARM.

B: LINE VERTICAL ARM UP WITH REAR OF SIDE WINDOW, ALLOWING APROX 1/2" CLEARANCE.

C: OPEN AND CLOSE DOORS WITH WINDOWS IN UP POSITION, DOUBLE CHECKING FOR PROPER CLEARANCES.

D: WHEN SATISFIED WITH FIT AND ALIGNMENT, DRILL AND SECURE SIDE ARMS.



INSTALL ALUM BOW IN THIS ORDER
7-5-3-1-2-4-6-8

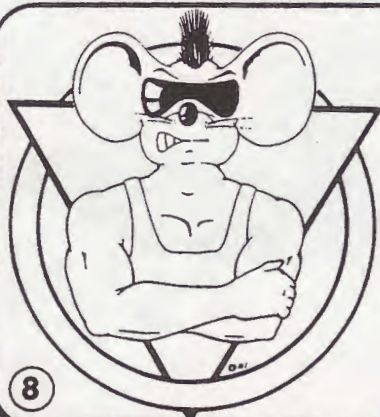


7

INSTALLING THE ALUMINUM LEADING EDGE "Z" STRIP:

- A: FIND THE CENTER OF ROOF AND THE CENTER OF ALUMINUM "Z" STRIP.
- B: STAND ON THE FLOORBOARD OF THE TRUCK AND, STARTING IN THE CENTER OF ROOF, PLACE THE "Z" STRIP ON TOP OF THE MALE BOW ON YOUR TRUCK.
- NOTE: MAKE SURE PROPER EDGE IS FACING FORWARD!!
- C: DRILL A 1/8" HOLE AND INSTALL 1ST RIVET.

***SPECIAL NOTE:**THE ENDS OF THE ALUMINUM BOW CAN GO OVER THE RAIN GUTTER ON NARROW WINDOW FRAME MODELS AND SEALED WINDOW FRAMES, OR, THE GUTTER CAN BE NOTCHED FORWARD ABOUT 1" TO ALLOW THE RAG TOP TO BE PUT ON WITHOUT OBSTRUCTIONS. DO NOT TRIM ENDS OFF UNTIL YOU ARE ABSOLUTELY SURE OF WHERE YOU WANT TO TRIM.



8

BENDING THE ALUMINUM "Z" STRIP:

THE STRIP MUST BE BENT IN 2 DIRECTIONS AT THE SAME TIME. DO NOT TRY TO PRE-BEND BEFORE YOU PUT IT ON THE ROOF. YOU MUST BEND THE PART TOWARDS YOU AND DOWN AT THE SAME TIME TO CONFORM TO THE ROOF CURVATURE. DO NOT USE A METAL HAMMER!! YOU CAN, HOWEVER, USE A RUBBER HAMMER, BUT UNLESS BEND IS SEVERE, YOU CAN DO THE ENTIRE OPERATION WITH YOUR HANDS. THE HOLES ARE PRE DRILLED. IF YOU NEED EXTRA HOLES ON THE END, DRILL AS NECESSARY. WHEN YOU GET TO THE ENDS JUST BEND TO CONFORM TO THE ANGLE OF ROOF AT ON THE END, AND TRIM EXCESS.(SEE ILLUSTRATION)

- A: INSTALL 2ND RIVET, BENDING AND SHAPING TO FORM THE CURVATURE OF THE PLASTIC BOW, TAKE CARE NOT TO CAUSE KINKS BY BENDING TOO RAPIDLY OR TOO MUCH AT ONE POINT, APPLY EVEN PRESURE.
- B: INSTALL 3RD RIVET, THEN 4TH AND SO ON IN LIKE MANNER UNTIL BOW IS COMPLETELY BENT.

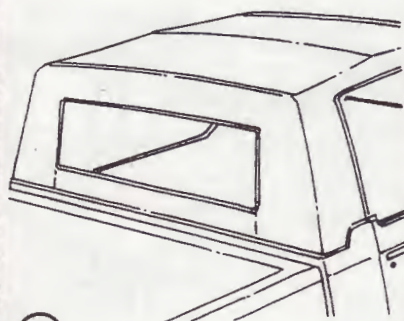


MAKE FINAL ADJUSTMENTS BENDING AS NECESSARY.

9

VERY IMPORTANT!! ALTERNATE SIDES WHEN RIVETING LIKE SHOWN IN DIAGRAM, THIS WILL KEEP STRIP FROM DISTORTING.

- C: NEXT INSTALL SOFTOP HOLD UP BOWS IN NOTCHES IN THE CENTER SPAN BETWEEN HORIZONTAL ARMS.
- D: WITH TOP RAISED UP TO IT'S APPROXIMATE HEIGHT, DRAPE SOFT TOP INTO POSITION TEMPORARILY TAPE IN PLACE AND MEASURE DISTANCE TO FRONT "Z"STRIP, MARK ALONG STRIP TO INDICATE WHERE RUBBER "J" CHANNEL IS ATTACHED.
- E: ADJUST THE HEIGHT OF THE REAR TELESCOPING TUBES UNTIL THE TOP IS AT IT'S INTENDED HEIGHT, AGAIN TAPE, TEMPORARILY IN PLACE.



10

SEWING ON THE LEADING EDGE J-HOOK:

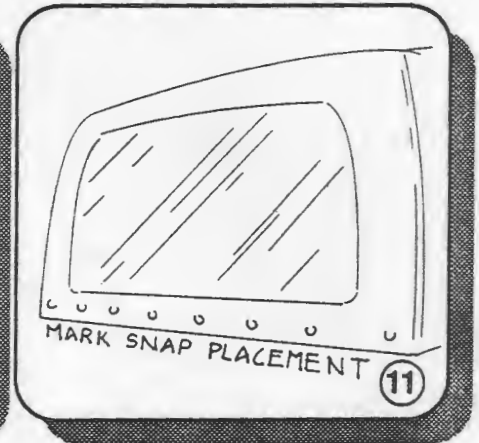
DUE TO THE DIFFERENCES IN CUTS FROM TRUCK TO TRUCK, WE ADVISE YOU HAVE YOUR TOP AND TRUCK TAKEN TO A TRIM SHOP FOR THIS INSTALLATION. IT IS ALSO RECOMMENDED YOU YOU HAVE HAVE THE SHOP MAKE ANY MINOR CORRECTIONS IF NEEDED IN THE AREAS INDICATED.

PERMANENTLY ATTACHING THE REAR FLAP TO THE TRUCK:

NOTE: THE WAY YOUR RAGTOP FITS YOUR VEHICLE DEPENDS ON HOW WELL YOU ACCOMPLISH THIS STEP.WE ARE NO LONGER INSTALLING REAR SNAPS BECAUSE IT IS NOT POSSIBLE TO PRECISELY POSITION THEM ON THE FABRIC TO ALIGN WITH YOUR CUT.TO INSTALL SNAPS YOU WILL NEED A SNAP SETTING TOOL AVAILABLE FROM A SEWING STORE. THE SNAPS SHOULD BE INSTALLED JUST UNDER THE REAR CAB WALL COVER. IF INSTALLING ON THE REAR CAB WALL COVER, BE SURE YOU HAVE USED ENOUGH MARINE-TEX EPOXY TO FILL ANY CAVITTES SO THE SNAP SCREW HAS SOLID AREA TO ATTACH.

A: MARK SNAP PLACEMENT ALONG REAR OF CAB EVENLY EVERY 4" TO 6" DEPENDING ON CAB WIDTH, AFTER ADJUST. PROPER HEIGHT OF TOP & FRAME. YOU MAY HAVE TO REMOVE THE BED TO DO THIS ON SOME TRUCKS. GENERALLY THERE ARE ONLY 4 TO 6 BOLTS ATTACHING THE BED AND THIS PROCEDURE TAKES JUST A FEW MINUTES.

B: PULL DOWN ON REAR OF TOP AND DRILL 1/16" HOLES WHERE MARKED ON CAB, TO INSTALL SNAPS, MAKING SURE YOUR TOP IS IN COMPLETE ALIGNMENT. WITH YOUR WINDOWS OPENING AND CLOSING FREELY AND ALL SEAMS PROPERLY LINED UP...MAKE ANY ADJUSTMENTS TO FRAME NEEDED, BEFORE SECURING ANYTHING IN PLACE.

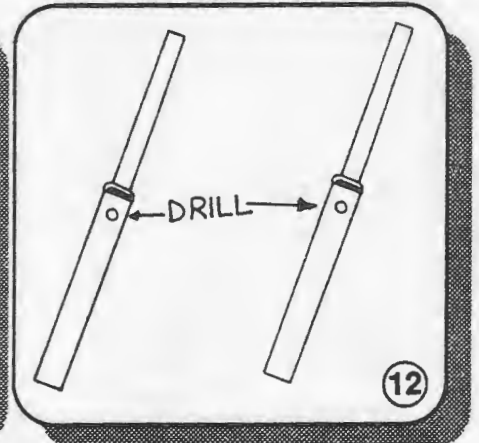


DRILLING THE LOCK HOLES IN THE TELESCOPING TUBES:

A: MAKE SURE TOP IS PROPERLY AND SNUGLY IN POSITION AND DRILL 1/4" HOLES THRU EXISTING HOLE IN LARGER 7/8" TUBE, INSERT SPRING SNAP. USE A FLAT HEAD SCREW-DRIVER TO POSITION.

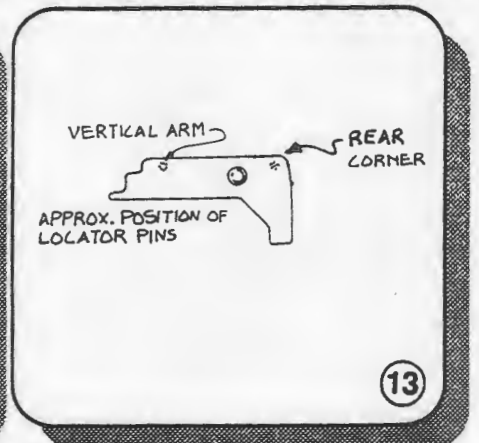
NOTE: (MORE THAN 1 ADJUSTMENT HOLE IS OK)

B: INSERT REAR CORNER EXTENTIONS, DRILL 1/4" LOCATOR HOLES(OPTIONAL)

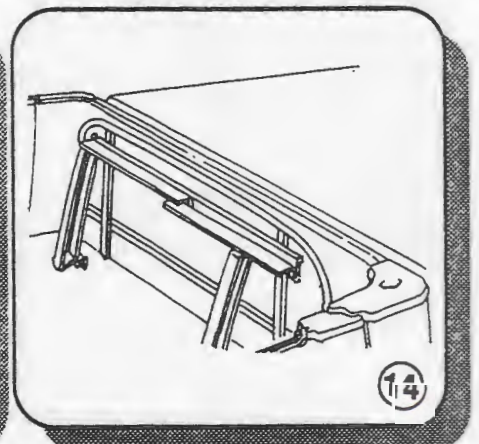


INSTALL SIDE ARM LOCATOR PINS:

DRILL 1/4" HOLE THROUGH PILLAR POST CAP AND INSERT LOCATOR PIN TO LOCK ARMS IN POSITION.



FINAL CHECK: CHECK FOR ANY SHARP EDGES THAT WILL CAUSE PREMATURE WEAR - TRIM METAL IF NECESSARY TO CORRECT, OR USE ADHESIVE FOAM AS NEEDED. THE FRAME AND SOFTOP CAN NOT FIT ANY BETTER THAN THE ACCURACY OF YOUR CUTS, HOWEVER, YOU CAN ADJUST ALMOST ANY PORTION OF THE FRAME UP OR DOWN, IN OR OUT...THIS WILL COMPENSATE FOR MOST ALL VARIANCES.



INSTALL WINDOW KIT BEFORE CUTTING TOP

SECTION B: WINDOW KIT INSTALLATION

1982 - PRESENT CHEVY S-10/S-15:

REMOVE ALL MOLDING FROM THE DOOR FRAME AREAS, REAR VIEW MIRRORS, PLASTIC PANELS FROM DOORS.

NOTE: INSTALL WINDOW REGULATORS PRIOR TO CUTTING WINDOW FRAMES. BE CAREFUL NOT TO DING THE DOORS FROM THE INSIDE.

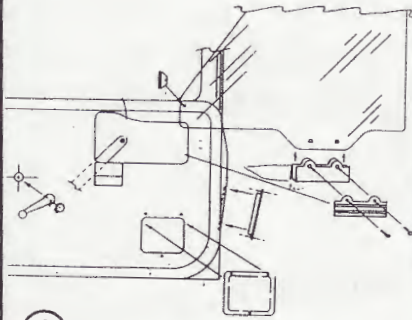
REMOVING THE WINDOW:

A: ROLL THE WINDOW INTO POSITION.

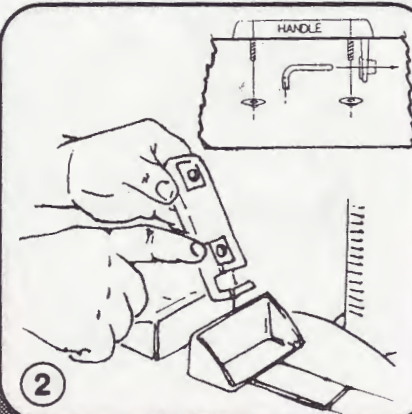
B: REMOVE THE WINDOW CRANK HANDLE

C: REMOVE PLASTIC SPEAKER INSERTS AND VENT

D: DISCONNECT THE WINDOW GLASS FROM THE HORIZONTAL TRACK BY REMOVING TWO 3/8" BOLTS. SAVE THESE AS THEY WILL BE USE IN RE-ASSEMBLY. REMOVE PLASTIC SPACER . SET THIS PIECE ASIDE. REMOVE WINDOW BY TILTING FRONT DOWN AND GENTLY PULLING UP FROM REAR.



1



2

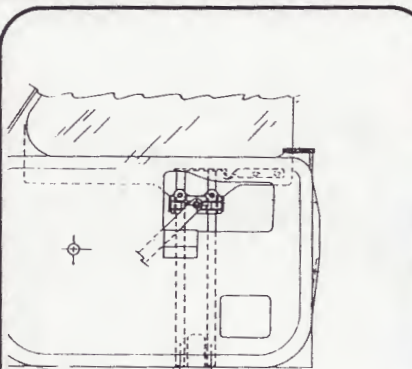
MODIFYING THE DOOR HANDLE:

A: SLIDE THE HORIZONTAL TRACK OFF THE SUPPORT ROLLER.

B: REMOVE SCREW CLIPS INSIDE DOOR FRAME WHICH ATTACH DOOR HANDLE TO THE OUTER DOOR SKIN.

C: REMOVE DOOR LINKAGE BY SLIDING IT OUT OF PLASTIC BUSHING THEN REMOVE DOOR HANDLE.

D: THE DOOR HANDLE MUST BE MODIFIED BEFORE IT CAN BE REMOUNTED. CUT OFF THE TWO SCREW STUDS WHICH WERE PREVIOUSLY USED TO MOUNT HANDLE AND DRILL TWO 1/4" HOLES IN THE EXACT LOCATION AS STUDS. METAL WILL BE HARD TO DRILL, USE AN APPROPRIATE DRILL BIT.



3

INSERTING THE WINDOW KIT/WINDOW:

A: INSERT NEW REGULATOR EITHER THRU THE END OR THE TOP WINDOW.

B: FASTEN DOOR HANDLE TO TOP SUPPORT BAR OF THE VERTICLE WINDOW GUIDE USING THE BOLTS SUPPLIED, SANDWICHING THE OUTER DOOR SKIN BETWEEN THE TWO. DO NOT TIGHTEN YET!!

C: ON NEWER MODELS...CUT OFF EXCESS PLASTIC FROM GASKET AS SHOWN.

D: RE-POSITION THE PLASTIC GASKET ON WINDOW GLASS.

E: POSITION THE NEW HORIZONTAL TRACK MECHANISM ONTO THE SUPPORT ARM. ALIGN NEW HORIZONTAL TRACK MECHANISM SO THAT IT SLIDES UP AND DOWN ON THE VERTICLE GUIDE . REINSTALL WINDOW AND ATTACH THIS TRACK MECHANISM TO THE WINDOW GLASS USING THE STOCK BOLTS AND TIGHTEN.

IMPORTANT!!! OVERTIGHTENING BOLTS MAY BREAK WINDOW GLASS!!

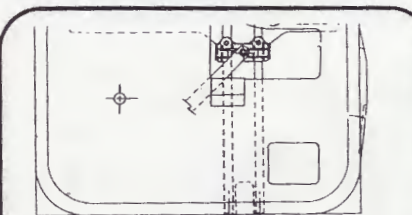


FIG. 3

4

PERMANENT INSTALLATION OF WINDOW KIT:

A: CRANK WINDOW TO IT'S DOWN MOST POSITION. ADJUST DISTANCE BETWEEN VERTICLE WINDOW GUIDE ARMS SO THAT THE WINDOW MECHANISM MOVES FREELY UP AND DOWN THE TRACK.

B: DRILL TWO OVERSIZED HOLES INTO BOTTOM OF DOOR AT THE LOCATION WHERE VERTICLE WINDOW GUIDE TOUCHES. CAREFULL POSITIONING WILL BE REQUIRED. OUTER EDGE OF THE DOOR MAY BE USED AS REFERENCE.

C: USING BOLTS AND WASHERS SUPPLIED, ATTACH BOTTOM OF WINDOW GUIDE TO DOOR. DO NOT TIGHTEN YET!!

D: WITH WINDOW IN DOWN MOST POSITION, ADJUST DISTANCE BETWEEN THE VERTICLE WINDOW GUIDE ARMS SO THE WINDOW MECHANISM MOVES FREELY UP AND DOWN THE TRACK. NOW TIGHTEN TWO BOLTS ON BOTTOM OF DOOR.

E: TIGHTEN TWO BOLTS ON DOOR HANDLE AT THIS TIME.

F: SMOOTHER WINDOW OPERATION MAY BE OBTAINED BY LUBRICATING THE VERTICLE WINDOW GUIDE ASSEMBLY.

G: REPLACE DOOR PANEL AND HARDWARE.

NOTE: IF WINDOW DOES NOT OPERATE SMOOTHLY OR IS TIGHT, IT MAY BE NECESSARY TO REMOVE AND DISCARD THE PLASTIC INSERTS ON FRONT AND REAR OF WINDOW, IN SOME CASES THE PIECE ACTS TO BIND THE GLASS. ALSO THE LOWER RUBBER IN THE WINDOW CHANNEL IS NOT IMPERATIVE.

**IF WINDOW DOES NOT TRACK PROPERLY INTO TOP FRONT OF FRAME, A MINOR CORRECTION CAN BE MADE BY:

- a) RE-POSITIONING THE WINDOW REGULATOR ANGLE TO CHANGE ANGLE OF WINDOW AS IT ROLLS UP.
- b) BY TRIMMING WINDOW CAP TO HOLD WINDOW IN DESIRED POSITION.

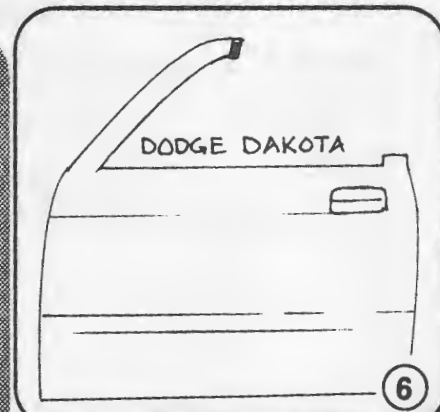


1987-PRESENT DODGE DAKOTA

NOTE: THE DODGE DAKOTA IS SIMILAR TO THE S-10/15, WITH THE MAJOR EXCEPTION BEING THE DOOR HANDLE IS NOT REMOVED TO ATTACH WINDOW KIT, AND THE METHOD USED TO REGULATE AND STOP THE UPWARD TRAVEL OF THE WINDOW TO PREVENT OVERCRANKING.

REMOVING THE WINDOW:

- A: REMOVE THE DOOR PANEL
- B: REMOVE TRIM AROUND INSIDE DOOR HANDLE, PULLING OUT AND BACK.
- C: ROLL WINDOWS DOWN AND DRILL OUT RIVETS IN THE BOTTOM OF PLASTIC FACTORY WINDOW REGULATOR.
- D: REMOVE WINDOW, LOOSENING FRONT WINDOW TRACK BOLT FIRST.

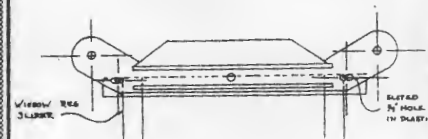


PREPARATION FOR INSTALLATION:

- A: DRILL OUT PLASTIC WASHERS TO 1/4" , REPLACING RIVETS WITH 1/4" BOLT AT THE TIME OF REINSTALLATION.
- B: LOOSEN FRONT WINDOW TRACK.
- C: REMOVE UPPER WINDOW WIPER(FUZZIE) AT THE TOP OF DOOR SILL.

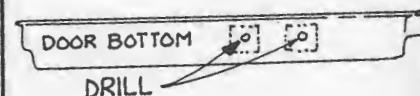
INSTALLING THE WINDOW KIT/WINDOW:

- A: INSTALL NEW WINDOW SLIDE KIT FROM TOP OF DOOR.
- B: BOLT PLASTIC WINDOW REGULATOR TO WINDOW SLIDER WITH 1/4" BOLTS, INSTALLING ONLY FINGER TIGHT AT THIS TIME.
- C: PUT WINDOW SLIDER UNIT ON WINDOW TRACK YOU HAVE JUST INSTALLED.
- D: REINSTALL WINDOW WIPER (FUZZIE) ON DOOR SILL.
- E: INSTALL WINDOW, BOLTING IT TO REGULATOR SLIDER UNIT WITH 1/4" BOLTS, INSTALLING ONLY FINGER TIGHT.



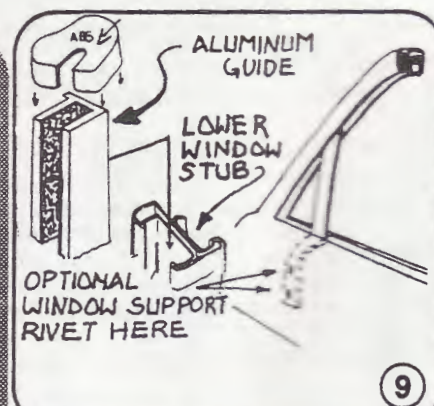
PERMANENT INSTALLATION OF WINDOW KIT:

- A: WITH WINDOW ROLLED DOWN, DRILL TWO 1/4" HOLES IN BOTTOM OF DOOR AT THE LOCATION AND THROUGH REGULATOR TRACK FEET.
- B: BOLT FEET TO BOTTOM OF DOOR WITH 1/4" BOLTS AND WASHERS, NOW TIGHTEN. USE WASHERS TO SPACE FEET, IF NECESSARY.
- C: WITH WINDOW ROLLED UP, DRILL TWO PILOT HOLES FOR SHEET METAL SCREWS THRU 2ND SKIN OF DOOR FRAME AT TOP OF WINDOW REGULATOR.
- D: USE SILICONE ON TOP OF NEW WINDOW REGULATOR BEFORE SCREWING IN PLACE SO SILICONE WILL THE REGULATOR IN PLACE IN CONJUNCTION WITH THE SCREWS, AND SO SREWS DO NOT WORK LOOSE.
- E: ROLL WINDOW UP AND DOWN MAKING SURE IT WORKS FREELY, AND THEN TIGHTEN BOLTS THAT YOU PREVIOUSLY INSTALLED ONLY FINGER TIGHT.
- F: LUBE WINDOW SLIDER.
- G: REINSTALL DOOR PANEL.



OPTIONAL TOYOTA WINDOW KIT INSTALLATION:

SOME TOYOTAS REQUIRE AN ALUMINUM WINDOW GUIDE TO BE INSTALLED UNDER THE ABS END CAP TO KEEP WINDOWS FROM ROCKING BACK AND FORTH. THE RULE IS: IF THERE IS ROOM TO INSTALL IT, YOU NEED IT! IF YOUR TOYOTA DOES NOT HAVE A WIND WING, YOU MAY WANT TO INSTALL A VERTICAL ALUMINUM SUPPORT TO GIVE MORE STABILITY TO THE WINDOW FRAME, AND TO ALSO ACT AS A GUIDE TO KEEP THE WINDOW FROM FLOPPING INWARD AND OUTWARD. YOU WILL HAVE TO REMOVE THE DOOR PANELS AND THE RUBBER TRIM ON TOP OF THE WINDOW SILL. INSTALL ARM THROUGH EXISTING SLOT AND LINE UP WITH EXISTING HOLE IN DOOR PANEL. DRILL A 3/16" HOLE THRU THE ALUMINUM SUPPORT AFTER DETERMINING THE EXACT LENGTH YOU WILL NEED TO KEEP THE WINDOW ROLLING UP THE PROPER DISTANCE. USE A RIVET TO ATTACH THIS ALSO.

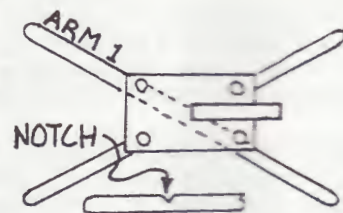


SECTION C: LIMITING WINDOW TRAVEL

WINDOW TRAVEL MUST BE LIMITED ON ALL CONVERTIBLE AND TARGA TRUCKS. IF YOU FAIL TO DO SO, WINDOW WILL OVERCRANK AND WILL PUSH UP ON WINDOW FRAME, AND WINDOW WILL NOT SEAT AGAINST THE BOW PROPERLY.

EXAMPLE ON FULL SIZE CHEVY:

REPLACE THIS BOLT WITH LONGER BOLT AND NUT, BUT NOT LONG ENOUGH TO REACH WINDOW GLASS. NOTCH ARM (1) IF NECESSARY TO FINE ADJUST.



EXAMPLE ON CHEVY S-10/S-15:

PLACE A RESTRICTOR, SUCH AS A SMALL RUBBER HOSE OR BLOCK OF WOOD, LIMIT TRAVEL OF WINDOW. GLUE IN PLACE.



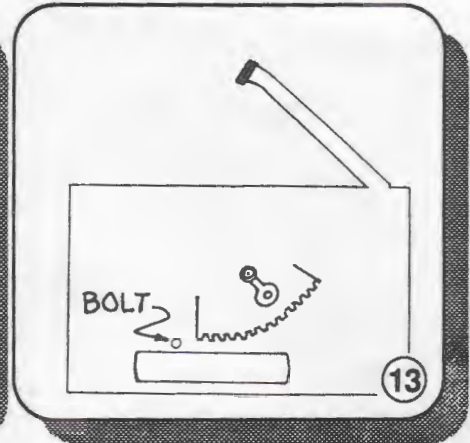
EXAMPLE ON DODGE DAKOTA:

INSTALL 1/4" BOLT WITH NUT WHERE SHOWN.



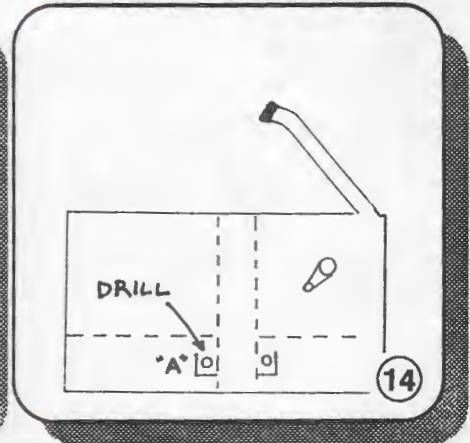
EXAMPLE ON MOST NARROW WINDOWS:

ON MOST NARROW WINDOW FRAMES USE THIS PROCEEDURE. DRILL A HOLE IN THE INNER DOOR FRAME AND INSTALL A BOLT AND NUT IN A POSITION IN FRONT OF SPROCKET TO LIMIT UPWARD TRAVEL OF WINDOW. MAKE SURE THE BOLT IS NOT SO LONG IT WILL INTERFEAR WITH GLASS.



EXAMPLE ON MAZDA:

DRILL THE HOLES AT "A" OUT LARGER SO YOU CAN CONTROL THE FRONT TO REAR TILT OF THE WINDOW. ALSO INSTALL A SMALL BLOCK OF WOOD AT THE POINT INDICATED TO RESTRICT UPWARD TRAVEL OF WINDOW.



TARGA INSTALLATION

MEASUREMENTS ARE MADE FROM UPPER REAR DOOR FRAME

VEHICLE	REAR CUT LINE	FRONT CUT LINE	TOTAL OPENING
CV8293	4.00"	21.00"	17.00"
GM8894	3.75"	21.75"	18.00"
BLAZER8293	4.00"	21.00"	17.00"
TO8488	1.75"	17.25"	15.50"
TO8994	3.75"	20.50"	16.75"
MA8693	1.75"	19.25"	17.50"
NI8486	1.75"	17.25"	16.00"
NI8789	3.75"	20.75"	17.00"
DO/MI8794	1.75"	18.25"	16.50"
FR8292	5.75"	20.25"	14.50"
VOLKSWAGEN	2.50"	24.00"	21.25"
CHEROKEE	3.00"	19.00"	16.00"
IZ8894	4.75"	20.75"	16.00"



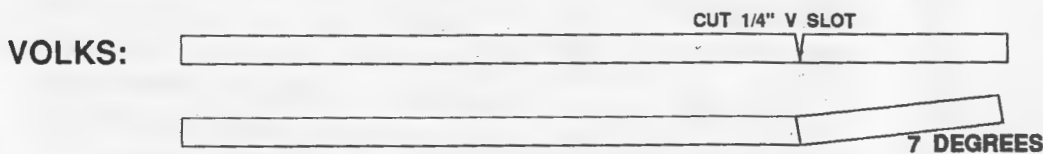
WE HOPE YOUR TRUCK IS WORTH A \$15 INSTALL VIDEO
CALL 1-800-842-TRUX FOR

OVER NIGHT DELIVERY

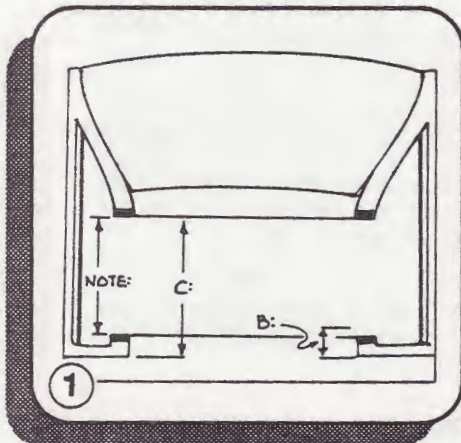
GROUND SHIPPING \$7.50 OVERNIGHT \$23.50

NOTE: VOLKSWAGEN, GM AND FORD PRODUCTS MUST HAVE FRAME REINFORCED.

VOLKSWAGEN: USE 2" X 2" X 1/8" STEEL TUBING
GM PRODUCTS: USE 1/4" STEEL PLATE, BOXING FRAME AS NECESSARY



WELD TO PAN WHERE BODY AND PAN BOLT TOGETHER.



TOOLS REQUIRED

AIR SHEARS, DIE GRINDER, DURA MIX, AND/OR MARINE TEX.

NOTE: THE CLARITY OF ACRYLIC PLASTIC IS NOT GUARANTEED DUE TO THE COMPOSITION OF THE MATERIAL REQUIRED TO BE UNBREAKABLE, AND THE VACUUM FORMING HEAT PROCESS. SMALL SCRATCHES AND FLAWS CAN BE REMOVED WITH 600 GRIT SAND PAPER AND POLISHING TECHNIQUES.

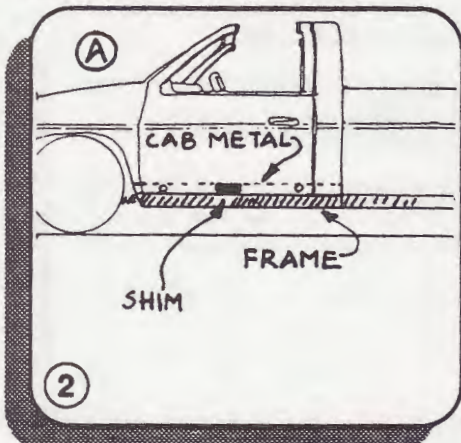
CUTTING THE ROOF:

A: MAKE SURE DOORS ARE PROPERLY ALIGNED TO THE BODY.

B: MEASURE THE REAR CUT LINE FROM REAR OF DOOR FRAME. SEE SPECS.

C: MEASURE THE FRONT CUT LINE FROM REAR OF DOOR FRAME. SEE SPECS.

NOTE: PLACE NEW ACRYLIC ROOF ON TRUCK TO CONFIRM YOUR CUT LINES, AND DON'T FORGET, THERE IS A FRONT AND BACK TO THE TOP.

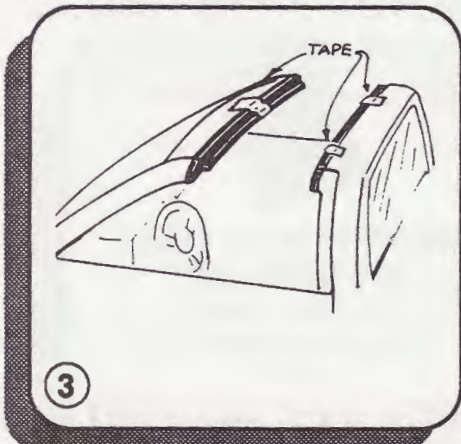


D: USE DIE GRINDER TO MAKE STARTER SLOT USE AIR SHEARS OR COMPARABLE CUTTING TOOL, CUT ROOF AT 90 DEGREES STRAIGHT DOWN.

E: AFTER REMOVING THE ROOF, THE REAR CAB TENDS TO SPRING FORWARD ABOUT 1/4" ON SOME VEHICLES. TO CORRECT OR MINIMIZE, A REAR CAB WALL BAR SHOULD BE INSTALLED BEFORE CUTTING.

F: REFER TO ILLUSTRATION (A) AND INSTALL SPACER, SUCH AS A 2 X 4 WOOD OR METAL PIECE, BETWEEN FRAME AND BODY, ADJUSTING SIZE, UNTIL YOU HAVE THE PROPER WINDOW TO CAB ALIGNMENT.

NOTE: TO COMPENSATE FOR THE CAB SHIFTING FORWARD, AND RESULTING IN IMPROPER ALIGNMENT OF DOOR FRAME, YOU SHOULD LOOSEN YOUR CAB MOUNTS AND INSTALL A SHIM OVER THE FRAME AND UNDER THE CAB IN THE CENTER AREA, THEN TIGHTEN THE FRAME MOUNTS UNTIL YOU HAVE THE PROPER ALIGNMENT. TIGHTEN UNTIL CAB LINES UP WITH DOOR FRAMES.



PLACEMENT AND DRY FIT:

A: TRIM BACK SIDES OF WINDOW FRAMES APPROX 5/8" IN TO ALLOW SMALL CAPS TO FIT ON AND ALIGN PROPERLY.

B: DRY FIT ALL OF THE PLASTIC AND MAKE SURE THAT THE CAPS ARE TRIMMED TO PROPERLY ALIGN WITH THE BOWS FOR A PROFESSIONAL FIT. BE SURE TO APPLY RUST PROOF COATING PRIOR TO BONDING PARTS ON.

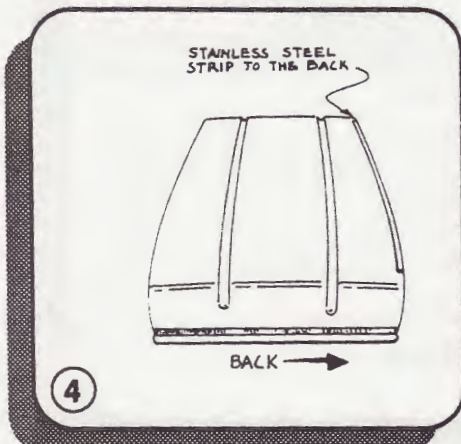
NOTE: RAIN GUTTERS MUST BE NOTCHED ON ALL NARROW WINDOW MODELS.

C: REINSTALL FRONT HEADLINER PORTION.

D: WHEN SATISFIED WITH FINAL TRIM AND FIT, TAPE BOWS ON POSITION, REMEMBER...THERE IS A FRONT AND REAR BOW!!

E: MAKE SURE THE END CAPS DO NOT CONTACT THE BACK SIDE OF THE BOWS WHEN CLOSING THE DOORS, OR THEY WILL CAUSE THE CAB TO MOVE WHENEVER OPENING AND CLOSING THE DOORS.

F: RUN MASKING TAPE ALONG ALL FIT LINES, TO SHOW FINAL FIT LOCATIONS.



BONDING ON THE PARTS:

A: SCORE THE METAL THAT YOU WILL BE BONDING THE PARTS TO WITH A DIE GRINDER, SCUFF BACK INNER SIDE OF PLASTIC WITH LOOSE HACK SAW BLADE.

B: USE DURA-MIX APPLICATOR OR EPOXY TO BOND EACH PART IN PLACE

C: BACK FILL THE BOWS WITH MARINE-TEX AND WOOD, ESPECIALLY IN THE AREA WHERE THE SNAPS WILL BE INSTALLED. THE BOW MUST BE ABSOLUTELY RIDGED WHEN THE INSTALL IS COMPLETE, OR YOU WILL HAVE A BAD INSTALLATION. SEE ILLUSTRATIONS (T1) AND (T2)

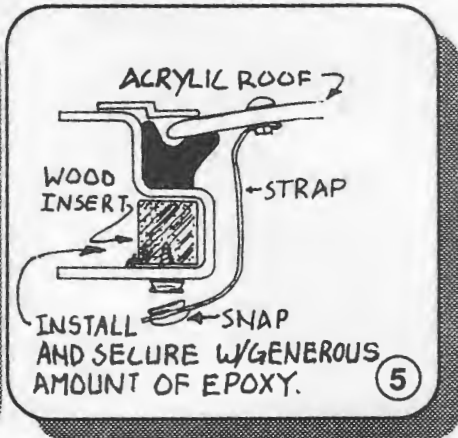
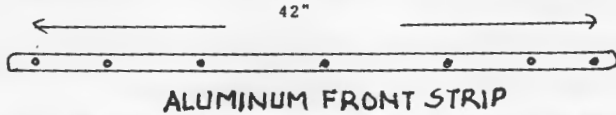
D: USE TAPE TO HOLD PART FIRMLY IN POSITION WHILE ADHESIVES ARE CURING, OR SET SCREW UNDER THE ENDS OF THE BOWS INSIDE THE TRUCK. MAKE SURE THAT THE BOWS ARE HELD IN A 90 DEGREE POSITION, TO THE GROUND. DO NOT HAVE THE ROOF IN PLACE WHILE BONDING PARTS ON.

E: REMOVE TAPE ON FIT LINE IMMEDIATELY AFTER BONDING PART, PULLING UPWARDS AND TOWARDS YOU TO CREATE CLEAN BONDING LINE.

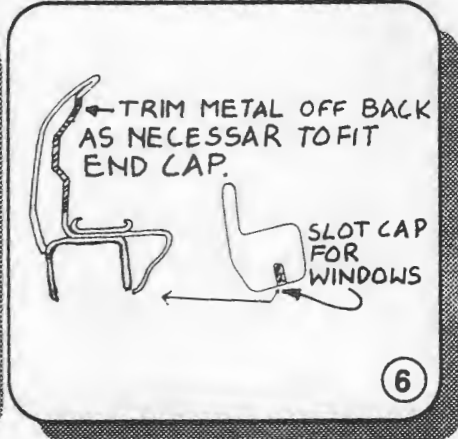
F: SILICONE THE SEAMS FOR A FINISHED. PROFESSIONAL LOOK.

STRAP INSTALLATION:

A: AFTER EPOXY IS FULLY CURED, INSTALL ALUMINUM FRONT STRIP. REFER TO ILLUSTRATIONS. USE STEEL RIVETS.
B: INSTALL STRAPS, AS IN ILLUSTRATIONS. STRAPS ON THE CENTER SECTION OF THE FRONT BOW ARE OPTIONAL, BUT MUST BE USED ON BOTH ENDS.
C: AFFIX ROOF IN PLACE AND SECURE, ADJUSTING AND INSTALLING STRAP TENSION AND SNAP SPACING AS NECESSARY.
NOTE: MAKE SURE THE STAINLESS STEEL CHANNEL ON THE ACRYLIC TOP IS TO THE REAR, THIS KEEPS STRAPS FROM WARPING THE TOP.

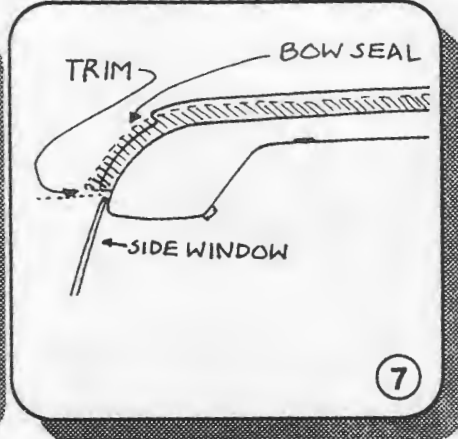


D: AFTER PARTS ARE BONDED FIRMLY, NOTCH END CAPS FOR WINDOW TO SEAT AS IN ILLUSTRATION.
E: ROLL UP WINDOWS TO NORMAL HEIGHT WITH DOORS OPEN, MAKE SURE WINDOWS ARE ALL THE WAY SEATED. CLOSE DOOR INTO PLASTIC GENTLY.
F: WITH WINDOWS AT PROPER HEIGHT, SCORE A TRIM LINE ON EACH SIDE, CONFORMING TO THE CURVATURE OF WINDOWS, ON THE NEW ROOF SECTION.
G: WITH WINDOWS AT PROPER HEIGHT, REFER TO WINDOW TRAVEL INSTRUCTIONS AND ADJUST UPWARD TRAVEL OF WINDOWS.

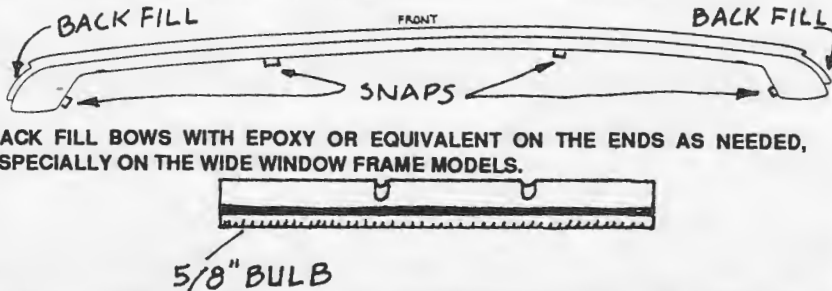


TRIMMING:

A: TRIM EXCESS PLASTIC FROM ENDS WITH A BAND SAW, OR DIE GRINDER, ETC. THIS WILL ALLOW THE WINDOW TO CLEAR WHEN CLOSING DOORS.
IMPORTANT!!! DO NOT OVERTRIM!!
B: INSTALL SEALS ON ENDS OF NEW TOP SECTION, TRIMMING THE ENDS AS ILLUSTRATED IN THE DIAGRAM.
C: FINALLY, TRIM THE ENDS OFF OF THE SEALS OF THE MAIN BOWS SO THAT WINDOWS CAN BE ROLLED UP WITHOUT DAMAGING SEALS.

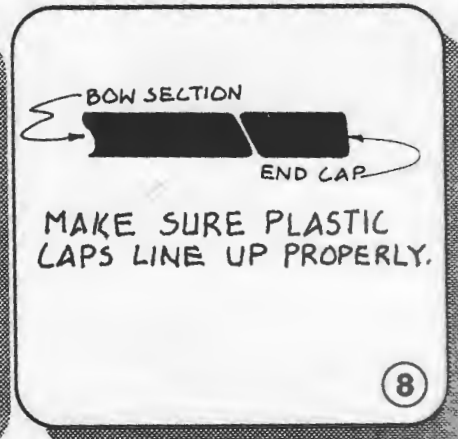


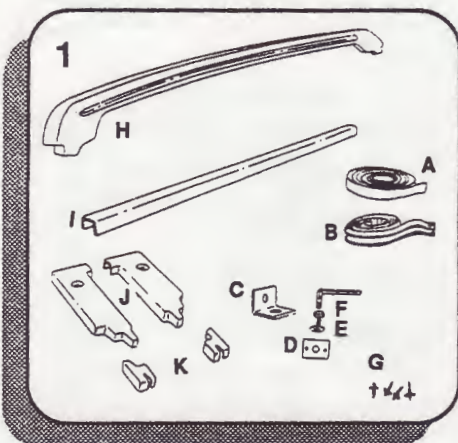
INSTALL 4 SMALL FLAT HEAD SCREWS AT LOWER INSIDE OF BOW TO STABILIZE BOW FROM MOVING, IF NECESSARY. USE ADEQUATE AMOUNT OF EPOXY.



BACK FILL BOWS WITH EPOXY OR EQUIVALENT ON THE ENDS AS NEEDED, ESPECIALLY ON THE WIDE WINDOW FRAME MODELS.

TRIM APROX 3/4" OFF OF BOTH ENDS OF SIDE MOLDINGS. TRIM TO THE EXACT LENTH AND SUPER GLUE FRONT FLAP TO PLEXI-GLASS. TRIM EXACT!!



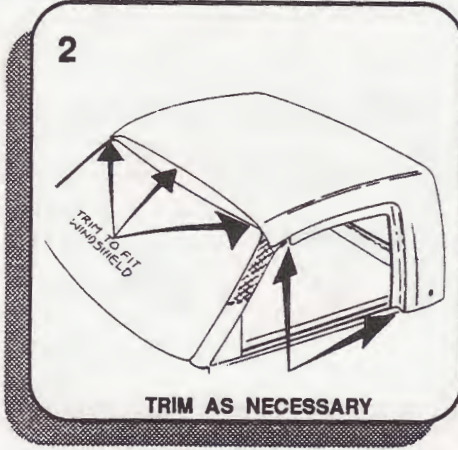


THE FIBERGLASS ROOF IS SHIPPED WITH THE FOLLOWING AS OPTIONS:

SEAL/LATCH KIT CONSISTING OF:
 A - 1 FRONT BOW & REAR CAB WALL COMPRESSION SEAL (10')
 B - 1 PAIR SIDE WINDOW SEALS
 C - 2 REAR ALUMINUM ANGLE BRACKETS
 D - 4 MOUNTING INSERTS FOR ROOF & REAR PILLARS WITH 3/16" RIVETS
 E - 4 BUSHINGS
 F - 4 3/8" ATTACHING BOLTS
 G - 10 3/8" STEEL RIVETS

ROVEL PLASTIC FOR TRUCK BODY CONSISTING OF:
 H - 1 MALE BOW
 I - 1 REAR CAB WALL COVER
 J - 2 REAR CORNER PILLAR POST CAPS
 K - 2 LOWER WINDOW END CAPS

THESE INSTRUCTIONS ARE ASSUMING YOUR ROOF HAS ALREADY BEEN CUT OFF AND TRIMMED ACCORDING TO THE NORMAL HARD TOP INSTALLATION PROCEDURE. REFER TO APPLICABLE INSTRUCTIONS, IF NOT.

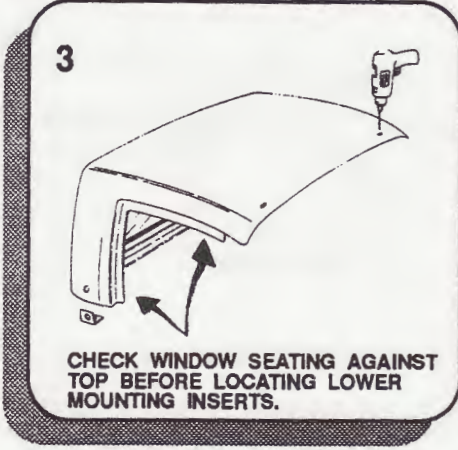


IF YOUR TRUCK ALREADY HAS A HARDTOP KIT ON IT, YOU WILL HAVE TO TRIM AND CUT THE UPPER WINDOW FRAME ACCORDING TO THE ILLUSTRATION (LEFT) WHICH IS DETAILED IN ILLUSTRATION #8.

YOU WILL ALSO HAVE TO REMOVE & REPLACE YOUR FRONT BOW & REAR PILLAR POST CAPS TO INSTALL MOUNTING HARDWARE.

TO INSURE THE BEST POSSIBLE FIT, TAKING INTO CONSIDERATION THAT ALL ROOFS ARE NOT CUT IDENTICAL, THE FINAL TRIMMING OF THE FIBERGLASS IS DONE DURING THE INSTALLATION. THE VERY FIRST THING YOU WILL DO IS INSTALL ITEM #C, THE REAR ALUMINUM BRACKETS.

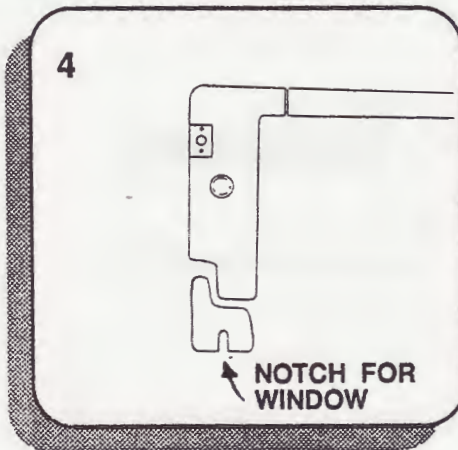
WHERE YOU INSTALL THESE BRACKETS ON THE ROOF DETERMINES THE REAR HEIGHT OF THE ROOF, WHICH SHOULD BE APPROX. 1/4" ABOVE THE ROLLED UP WINDOW. DO NOT PERMANENTLY ATTACH THE REAR PILLAR POST CAPS AT THIS TIME, OR INSTALL MOUNTING INSERTS YET. MERELY SET THE PILLAR CAPS ON TO DETERMINE THE HEIGHT OF THE BRACKETS. YOU WILL HAVE TO TRIM THE BOTTOM EDGE OF THE ROOF SO THE DOOR DOES NOT INTERFERE WITH THE ROOF WHEN OPENING. USE MASKING TAPE AS A GUIDE LINE FOR TRIMMING. DO NOT MAKE FINAL TRIM UNTIL YOU ARE COMPLETELY SATISFIED WITH THE FIT OF ENTIRE ROOF.



NEXT, YOU WILL NOTICE THAT THE FRONT LEADING EDGE WILL HAVE TO BE CUSTOM TRIMMED FOR THE EXACT FIT TO YOUR ROOF/WINDSHIELD HEADER. USE MASKING TAPE ON THE ROOF TO INDICATE HOW FAR BACK YOU WISH TO MAKE YOUR FINISHED TRIM LINE FOR THE BEST POSSIBLE FIT.

AFTER YOU HAVE TRIMMED THE ROOF AND ARE SATISFIED WITH THE FIT, YOU ARE READY TO ATTACH THE MOUNTING HARDWARE TO THE TRUCK PORTION.

HOLDING THE FRONT OF THE ROOF IN POSITION, DRILL A 1/8" PILOT HOLE THRU THE ROOF AND THRU THE METAL ON THE TRUCK HEADER. MAKE SURE THAT THE PLACEMENT OF THE HOLE WILL NOT INTERFERE WITH THE SUB-STRUCTURE. USE A 1" SHEET METAL SCREW TO TEMPORARILY SECURE IN PLACE.



NEXT, WITH THE REAR ABS PILLAR CAPS STILL NOT PERMANENTLY ATTACHED, DRILL A 3/8" HOLE USING THE HOLE IN THE MOUNTING BRACKET AS A GUIDE, THRU THE ABS CAP.

THEN REMOVE THE ROOF AND ATTACH THE MOUNTING INSERTS TO THE FRONT ROOF AND TO THE UNDERSIDE OF THE REAR PILLAR CAPS USING THE 3/16" STEEL RIVETS PROVIDED. APPLY EPOXY TO UNDERSIDE OF PILLAR CAPS IN AREA OF MOUNTING INSERTS.

AT THIS TIME, PLACE THE ROOF BACK ON THE TRUCK WITH THE PILLAR POST CAPS SETTING LOOSELY IN PLACE AND VERIFY THAT THE FIT IS PROPER AND THE ATTACHMENT HOLES PROPERLY LINE UP.

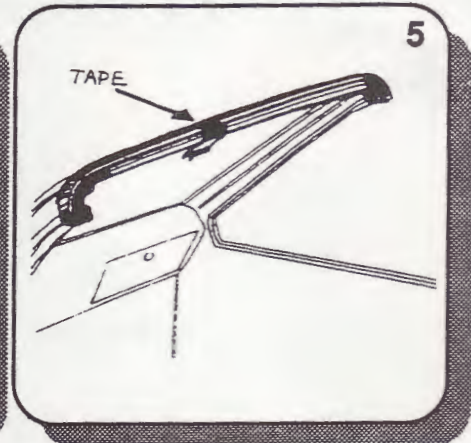
YOU ARE NOW READY TO BOND ON THE ABS PLASTIC PARTS. IF YOU DO NOT FIRMLY AND PROPERLY ATTACH THE ABS PLASTIC, THE REAR PILLAR POST CAPS WILL NOT PROVIDE ENOUGH STABILITY TO HOLD THE REAR ROOF DOWN. USE A GENEROUS AMOUNT OF EPOXY AND THOROUGHLY PREPARE SURFACE.

PREPARE ALL METAL SURFACES BY REMOVING PAINT. (THE ROUGHER THE SURFACE, THE BETTER THE BONDING WILL BE) USE A ROUGH ABRASIVE GRINDER, OR A DIE GRINDER TO SCORE METAL.

BOND THE REAR ABS PILLARS IN PLACE USING A WEIGHTED OBJECT TO HOLD FIRMLY IN PLACE WHILE CURING.

BOND THE FRONT ABS MALE BOW IN PLACE USING DUCT TAPE TO HOLD FIRMLY IN PLACE WHILE CURING. CHECK PERIODICALLY TO MAKE SURE THAT TAPE DOES NOT SLIP.

INSTALLATION OF FINAL SEALS (MAKE SURE ALL AREAS WHERE SEAL IS ATTACHED ARE PROPERLY CLEANED & PREPARED). USE A SOLVENT OR SAND LIGHTLY.



INSTALL FRONT SEAL UNDER THE ROOF IN A POSITION FAR ENOUGH BACK FROM THE FRONT EDGE TO NOT BE VISIBLE WHEN ROOF IS IN PLACE, BUT NOT SO FAR THAT PROPER COMPRESSION IS NOT ATTAINED. MAKE SURE IT IS LOCATED IN FRONT OF THE BOW AREA ON HEADER.

INSTALL ROOF (NOT UNTIL EPOXY IS TOTALLY CURED FOR 4 TO 5 HOURS) AND SECURE IN PLACE. THEN INSTALL REAR SEAL ALONG THE BOTTOM OF THE ROOF JUST NEXT TO THE TOPS OF THE ABS PLASTIC CAB WALL COVER AND PILLAR POST CAPS.

NOTE: DO NOT OVERTIGHTEN MOUNTING BOLTS WHEN INSTALLING ROOF. IF YOU DO SO, YOU COULD CAUSE A DEPRESSION AND DAMAGE ROOF.

HELPFUL HINT: UNDERSIDE OF ROOF CAN BE UPHOLSTERED OR PAINTED WITH A ROUGH TEXTURED PAINT, SUCH AS "ZOLOTONE".

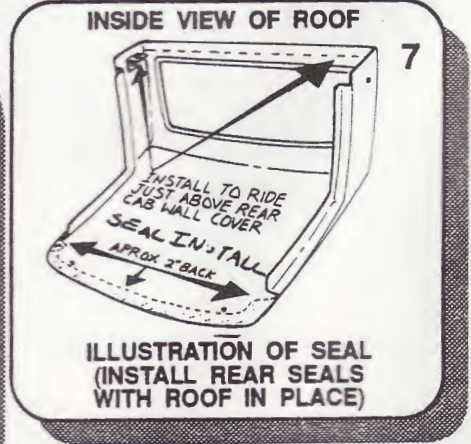
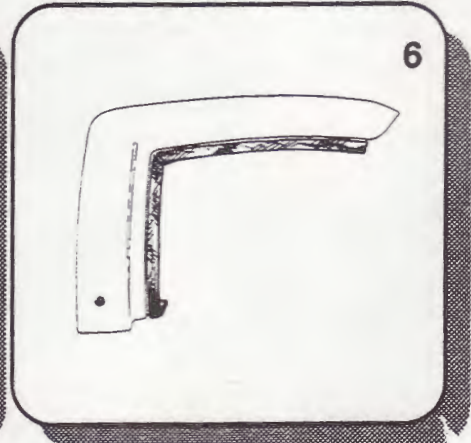
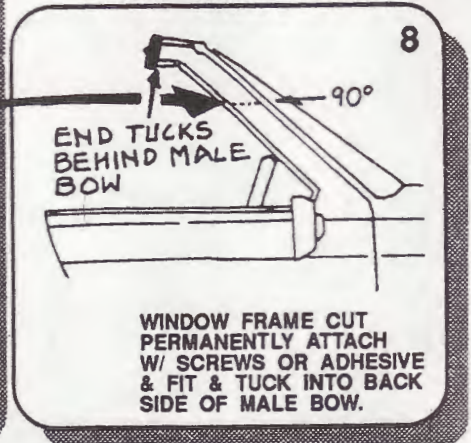
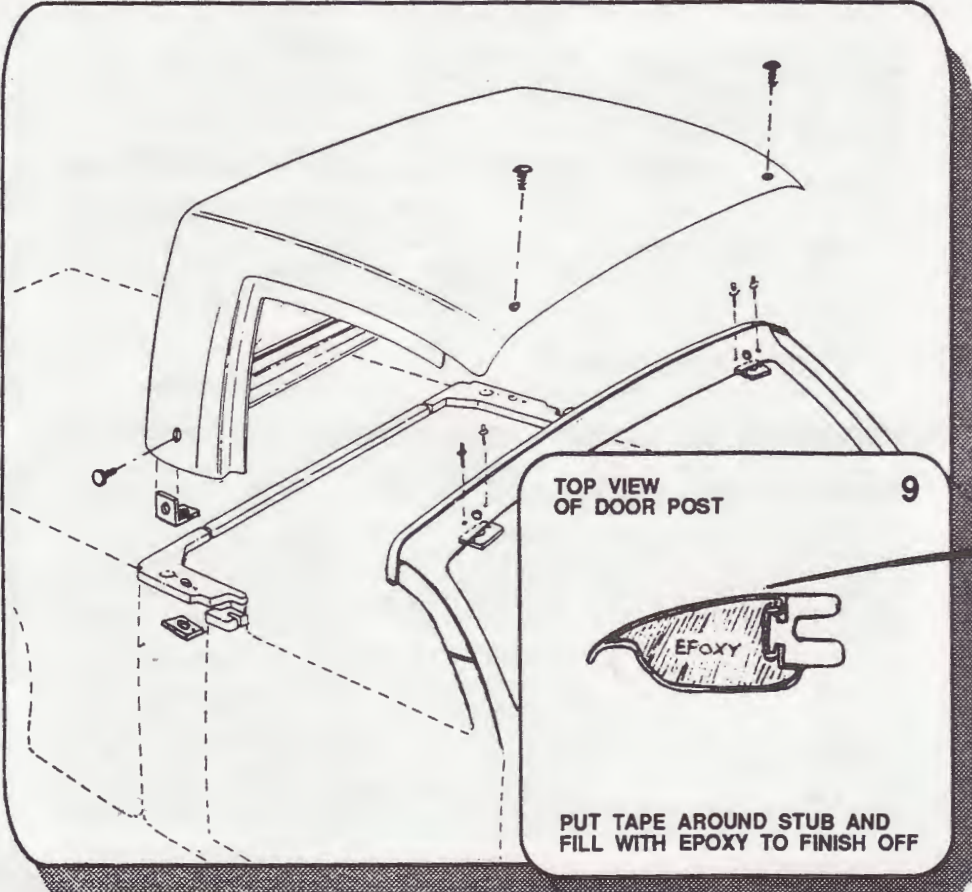


ILLUSTRATION OF SEAL (INSTALL REAR SEALS WITH ROOF IN PLACE)

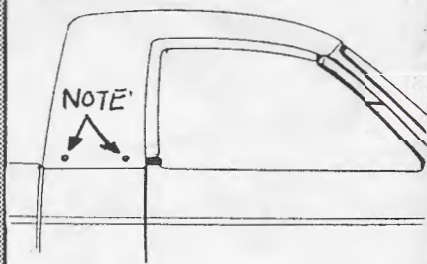


WINDOW FRAME CUT PERMANENTLY ATTACH W/ SCREWS OR ADHESIVE & FIT & TUCK INTO BACK SIDE OF MALE BOW.



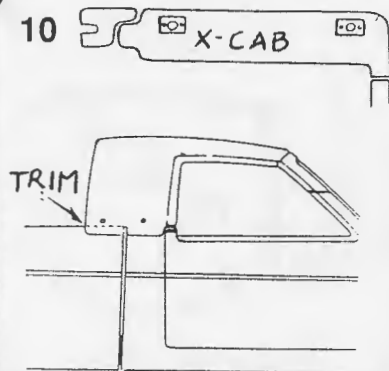
SUPPLEMENT FOR EXTRA CAB INSTALLS ONLY AND EXTRA CAB INSTALLS ON STANDARD CAB OPTION

9



NOTE: FOLLOW THE INSTRUCTIONS FOR THE STANDARD CAB INSTALL EXCEPT THERE WILL BE TWO BOLTS AT THE REAR SIDE INSTEAD OF ONE, USING THE LONGER PIECE OF ANGLE TRIMMED AS NECESSARY TO FIT THE EXTENDED SIDES.
INSTALL TWO LOCKS ON EACH REAR PILLAR CAP INSTEAD OF ONE.

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EXTRA CAB ROOF INSTALL ON A STANDARD CAB TRUCK

NOTE: INSTALL IN THE SAME MANNER AS ABOVE, EXCEPT TRIM THE REAR CORNERS TO FIT THE BED IF IT IS OBSTRUCTED. BE SURE TO INSTALL SEALS FOR PROTECTION OF THE PAINT.
IT MAY BE NECESSARY TO POSITION THE REAR SIDE BOLT AND A PORTION OF ALUMINUM ANGLE TO ALLOW FOR DIFFERENCE IN HEIGHT OF BED.

IMPORTANT: IF YOU HAVE A STD CAB AND USE AN EXTRA CAB ROOF YOU WILL HAVE TO GET AN EXTRA CAB WINDOW TO FIT LARGER WINDOW OPENING.

ALUMINUM ANGLE

BOTTOM PANEL NOT INCLUDED

REAR CAB WALL COVER

TOP VIEW

INSTALL ALUMINUM ANGLES, AS ILLUSTRATED, TO RECEIVE BOTTOM PANEL. INSTALL A FOAM SEAL ON TOP OF REAR CAB WALL COVER. THEN CUT A 5/8" PLYWOOD BASE TO REST ON TOP OF REAR CAB WALL COVER. REAR ALUMINUM ANGLE MUST BE INSTALLED AT THE SAME HEIGHT AS REAR CAB WALL COVER AND FOAM SEAL ALLIED.

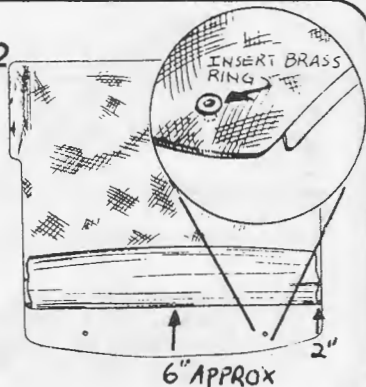
REAR WINDOW TRIMMING (IF NECESSARY)

CHECK FIT



PLACE ORIGINAL WINDOW OVER OPENING & CONFIRM THAT WINDOW IS APPROX. 1/4" SMALLER THAN OPENING BEFORE FINAL TRIM OF FABRIC, IF TRIMMING IS NECESSARY, TRIM FROM INSIDE OF ROOF.

12



CANVAS OR VINYL & COVERED TOP OPTION

THE CANVAS OR VINYL IS LEFT LOOSE SO THAT ANY FINAL TRIMMING CAN BE DONE PRIOR TO FINAL INSTALLATION. USE CONTACT CEMENT TO BOND IN PLACE. CONTACT CEMENT MUST BE SPRAYED ON THE TOP AND ON THE FABRIC AND LEFT TO DRY UNTIL TACKY BEFORE PRESSING TOGETHER. FINALLY, INSERT BRASS RING THROUGH HOLE DRILLED FOR LATCH BOLT AND PERMANENTLY FASTEN WITH ADHESIVE.

PAINTING AND SURFACE PREPARATION.

THIS ROOF COMES IN PRIMER GEL-COAT. IT WILL BE NECESSARY FOR YOU TO HAVE THE ROOF SANDED AND FINISHED USING BONDO TO FILL LOW SPOTS AS NECESSARY. YOU MUST USE A POLYESTER FILLER AND PRIMER TO FILL PIN HOLES THAT ARE EXPOSED IN THE PREPARATION PROCESS. CONSULT WITH A LOCAL BODY SHOP PRIOR TO PAINTING YOUR ROOF.

