



Top Assembly (Late)

The description of the top assembly serves as a guide for the sequence of operations. The work must be carried out by a skilled man who is familiar with the top assembly. By employing two men for this work, the task of fitting the top cover will be considerably simplified.

The assembly of individual parts of the top described in the following sections can naturally be carried out separately.

Note:

All photographs in the sections "Fitting Headlining" and "Fitting Top Cover" show parts made of plastic material.

Work on cloth headlining and top cover is carried out in the same way as described here.

All tools required for the top assembly are listed in the section "Workshop Equipment".

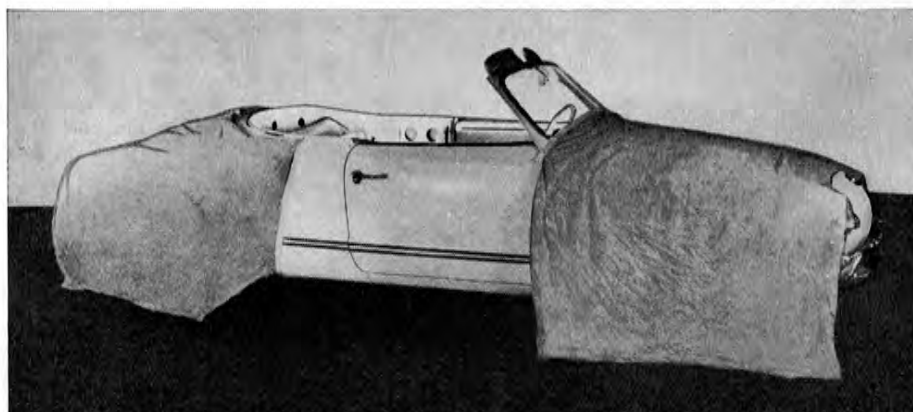
Important

Brass tacks were not used for tacking the padding parts and the top. A compressed air tacker was used, the magazine of which was filled with non-rusting clips.

Top Frame Installation

Preparation

- 1 - Cover all body parts in the working area.
- 2 - Remove front seats and lower rear seat backrest.
- 3 - Pull haircord carpet off luggage compartment floor.
- 4 - Pull haircord carpet off wheel housings.
- 5 - Pull cardboard off package shelf on rear panel.
- 6 - Remove quarter trim panel on both sides.



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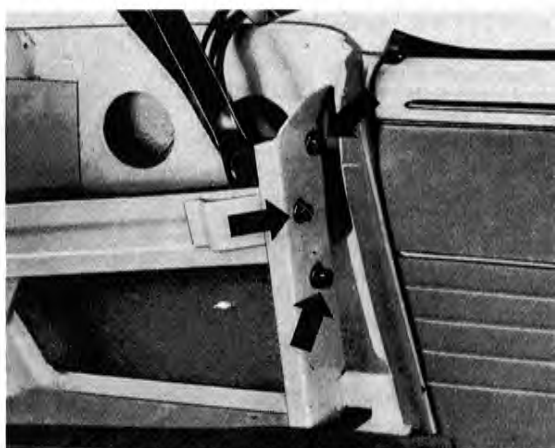
7 - Detach trim material from rear panel near rear body bow.

8 - Wind both door windows down.



9 - Press rubber sealing beading (Terostat) between body and rear body bow.

Fitting Top Frame and Straps



1 - Place top frame in position and loosely attach main hinges to the tapped plates of the left and right support pillars with three hexagon head bolts on each side. Do not forget washers and circlips.

Note:

From 11th May 1965, Chassis No. **145 806 650**, the screws connecting the roof frame to the upper guide bar and the roof frame to the main guide bar were replaced with rivets. As a result of this, the left and right roof frames and the upper guide bars have been modified.

New Part Numbers:

Part

Roof frame, left/right

Upper guide bar, left/right

Top frame upper guide bar bolt

Washer (also for rivet)

Top frame upper guide bar rivet

Main guide bar bolt

Washer (also for rivet)

Main guide bar rivet

Old Part No.

141 871 701/702

(deleted)

141 871 723/724

141 871 751

151 871 185

—

141 871 825

151 871 185

—

New Part No.

141 871 701 A/702 A

141 871 723 A/724 A

—

141 871 751 A

—

141 871 825 A



Repair note:

The roof frames, Part No. 141 871 701/702, will be discontinued when stocks are exhausted. If a new roof frame has to be installed on an older vehicle, this can be done only by installing also an upper guide bar of present manufacture which has to be riveted to the roof frame using rivet, Part No. 141 871 751 A.

a = .24 in. (6 mm)



2 - Place a .24 in. (6 mm) thick distance piece between main bow and left and right support pillars.

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- 3 - Push sides of top frame outwards until main bow is about .08" (2 mm) from side of body on each side. Tighten main hinges.

a = .08" (2 mm)

- 4 - In the closed position, the clearance between uncovered header and windshield frame should be:

a - in the center .3" (7 mm).

b - near the fasteners .2" (5 mm).

c - at the ends tapering to .08" (2 mm).

Note

These distances must be adhered to otherwise there will not be sufficient space for the rubber seals and the top cover to be installed later.

If the space is too small, the front rubber seal of the header can lift or press out the windshield weatherstrip at the top, thus causing leaks.

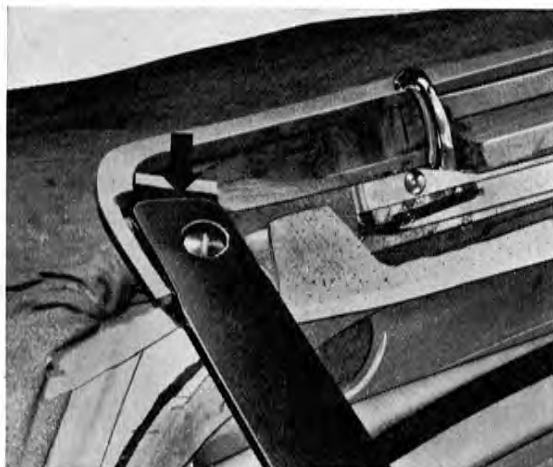
Insufficient space between header and windshield frame can also cause excessive tension at the top fasteners and lead to distortion of the windshield frame.

If the necessary space is not available, rework the header with a rasp.

- 5 - Tack a .04" (1 mm) thick cardboard strip 7.9×.6" (200×15 mm) under the header, near the top lock.

- 6 - Apply universal adhesive D 12 to top and rear of header and attach leatherette strip 49.2×4" (1250×100 mm). The leatherette strip should be cut at the corners so that it fits better. Cut off surplus material.

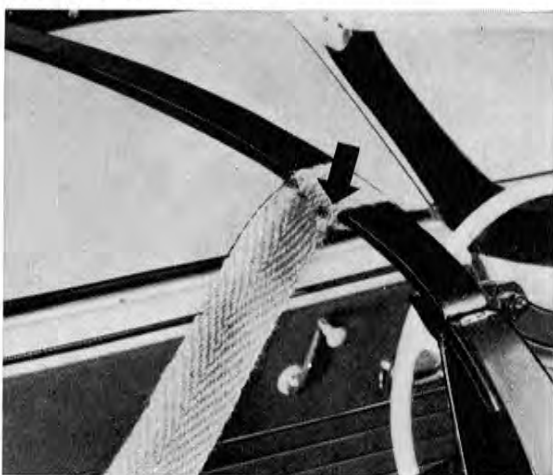




- 7 - Apply universal adhesive to underside of header and cement rubber seal $48.4 \times .6 \times .4$ " ($1230 \times 16 \times 10$ mm) to front edge of header.

Note:

From end of rubber seal make a recess 2.4 " (60 mm) long and cement seal to side of top frame on each side. To improve sealing, additionally cement a strip of rubber between header and roof frame on each side (arrow).



- 8 - Lay the webbing strips, which support the rear window at the sides, round the main bow and sew in position.

Note:

On the upper side of the main bow there are two recesses for accommodating the webbing strips. Prior to sewing the webbing strips in position, thinly apply universal adhesive D 12 to these recesses to safely avoid the webbing strips slipping.

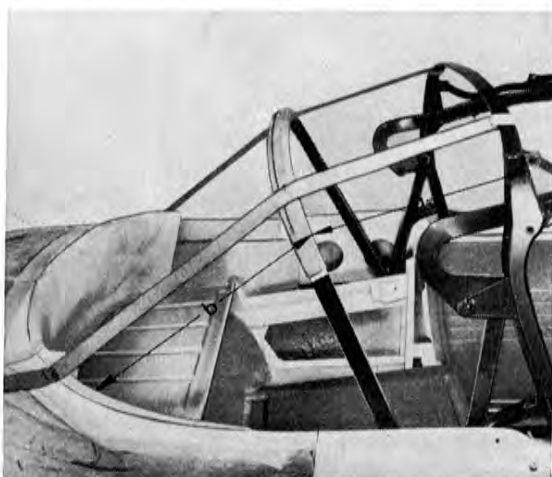


- 9 - Secure webbing strips on rear body bow with tacks.

(Dimension $a = 16.5$ " (420 mm) from car center)

Important

Secure webbing strips only with brass tacks to avoid rust formation.



- 10 - Close and lock frame. Set corner bows to the following measurements:

$a = 13.8$ " (350 mm) $\pm .2$ " (5 mm)

$b = 18.5$ " (469 mm) $\pm .2$ " (5 mm)

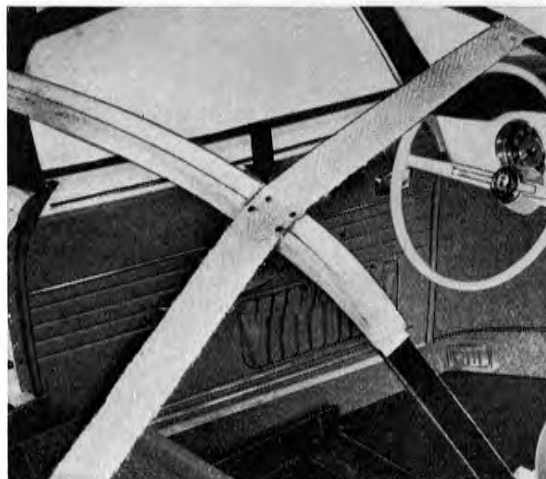
Important

These measurements must be strictly adhered to as they govern the satisfactory padding of the top and the folding of the top when opened.

- 11 - Tack webbing strips to rear bow in the recesses.

Note:

If the webbing strips are not attached in the recesses, the trim moulding which is installed later will be too high at the ends and will stand clear.



Headlining Installation

The headlining is supplied as a spare part, complete with the support strips for attaching it to the individual bows.

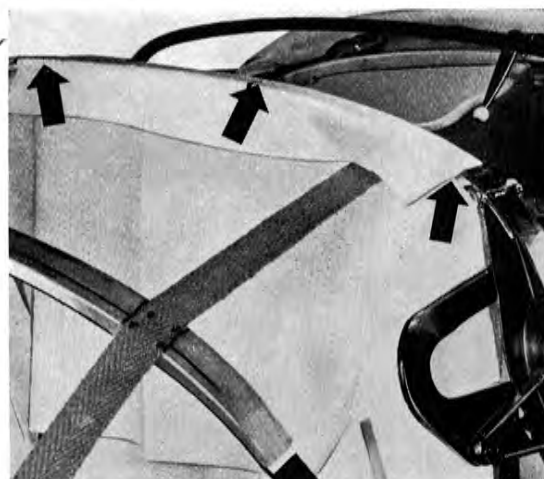
The rear part is not sewn to the headlining but is attached to the top cover together with the rear window. It covers the lateral parts of the actual headlining after the top cover has been fitted, while it is tacked to the rear bow at the top and to the rear body bow below.

To ensure that the headlining fits properly, it is essential that it is attached to the individual bows, the rear body bow and the header in the following sequence, with top frame closed but not locked:

- | | |
|--------------|----------------------|
| 1 - Main bow | 3 - Rear bow |
| 2 - Header | 4 - Intermediate bow |

- 1 - Apply universal adhesive D 12 to front and top surface of main bow.

- 2 - Pull headlining up near main bow by support strips until seam contacts underside of bow. Lay strip round bow and press firmly into place. Cut opening for webbing then cut off excess material.



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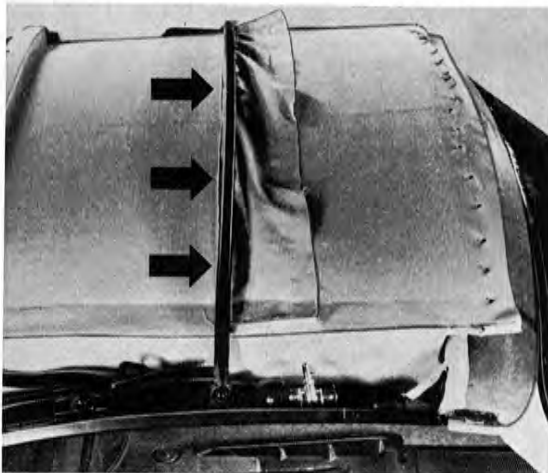


- 3 - Slightly tension headlining and tack it near the longitudinal seams to both sides of header. To prevent tearing, drive tacks through side seams.



Important

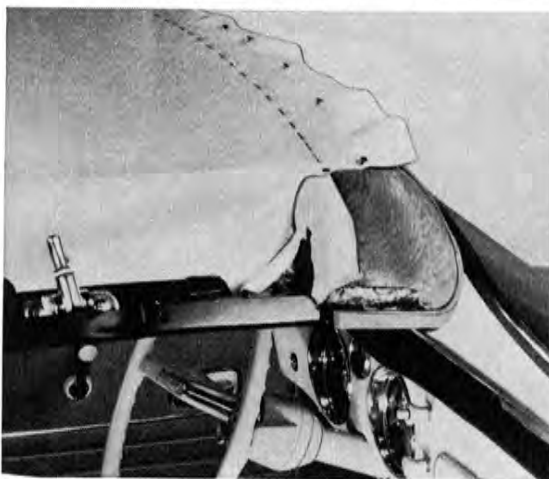
The side seam of the headlining must line up exactly with the inside of the webbing.



- 5 - Tension headlining towards front and tack to top of header between side seams, keeping headlining under equal tension. It is essential to ensure that seam of front support strip is parallel with intermediate bow.

- 6 - Apply universal adhesive D 12 to intermediate bow, then pull support strip up until seam contacts underside of bow. Lay support strip round bow and press strip in place. Cut off excess material.

Additionally sew the outside of the support strips at the intermediate and main bows.



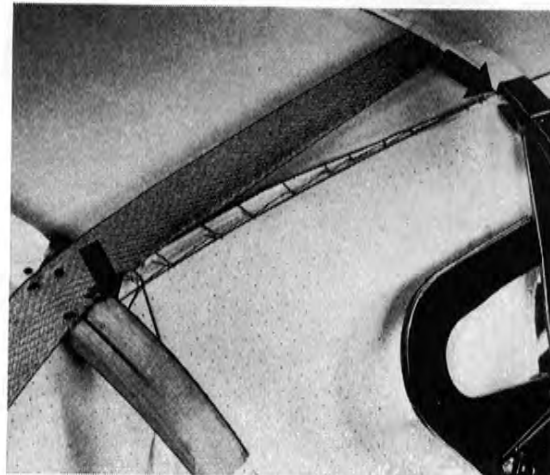
- 7 - Carefully staple headlining to header on the flattened surface.

- 8 - Pull left and right headlining seams farther forward as necessary and secure at corners of header. This re-tensioning ensures that longitudinal seams of headlining are uniformly tensioned.

- 7 - Cut off surplus leatherette on flattened surface of header.

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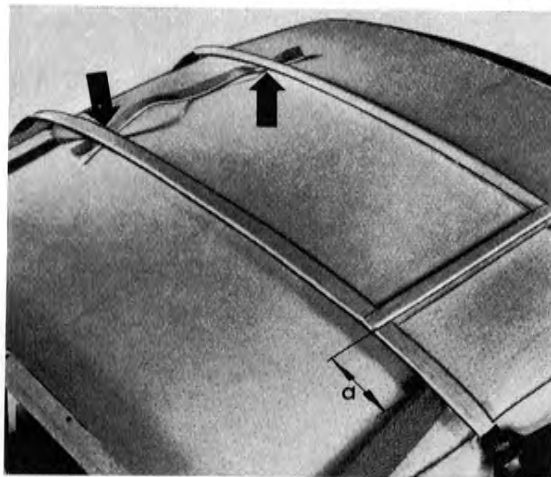
- 10 - Place a piece of doubled nylon cord round main bow at outside on both sides and tack it to rear bow. Sew longitudinal seam of headlining between bows to the nylon cord under tension.



- 11 - Check from inside that headlining is taut and free from folds and that seams of support strips run parallel with bows. If necessary, correct at appropriate bows.

- 12 - Cut .8" (20 mm) wide openings in support strips of main and intermediate bows.

Dimension a = 3.5" (90 mm)

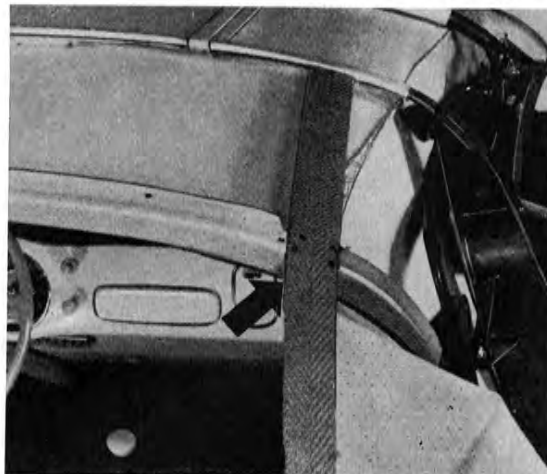


- 13 - Pull a rubber strip 21.7" x .6" (550 x 15 mm) through these openings on left and right and stitch them together. Additionally stitch rubber strips at main bow.

These rubber strips pull the intermediate bow towards the rear when opening the top, thus ensuring that the top cover folds correctly.



- 14 - Cut lateral parts of headlining hanging down at rear bow, as far as the rear bow.



Fitting Linen Sheet

Two different types of cloth are used:

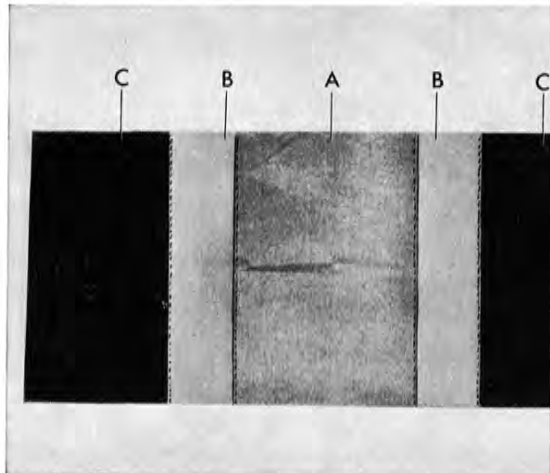
a - a coarse, tightly woven, light-coloured linen,

b - a slightly thinner, black lining material.

The linen material forms a base for the rubberised hair. The lining material is used only to enclose the rubberised hair padding.

The linen and lining material is supplied in separate parts which consist of a large roof piece and two rear panels each made up of a piece of linen and a piece of lining material.

The roof part of the linen sheet is made up of a piece of linen material A, two strips of plastic top material B and two strips of lining material C sewn together.



A - Linen material
B - Plastic top material
C - Lining material

The strips of plastic material sewn to each side of the coarse linen sheet are used solely to prevent the linen sheet becoming visible at the sides when the roof is opened.

The two strips of black lining material hold the rubberised hair padding together and give it additional support.

In addition, two pieces of coarse linen are required for the rear side panels and two pieces of nettle cloth for the two side panels. All the parts for the linen sheet are contained in a set which is supplied complete as a spare part.



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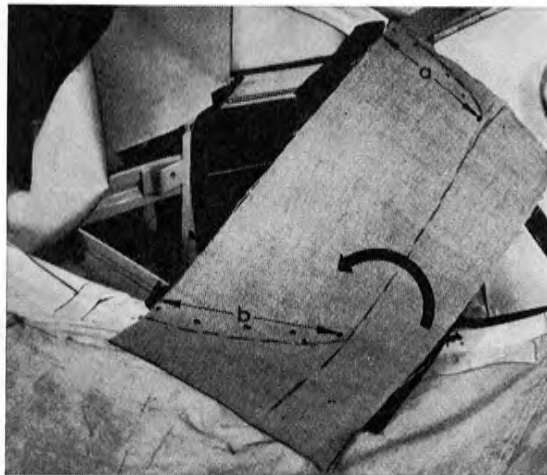
- 1 - Tack a piece of black lining material each side to rear bow and rear body bow.

Important

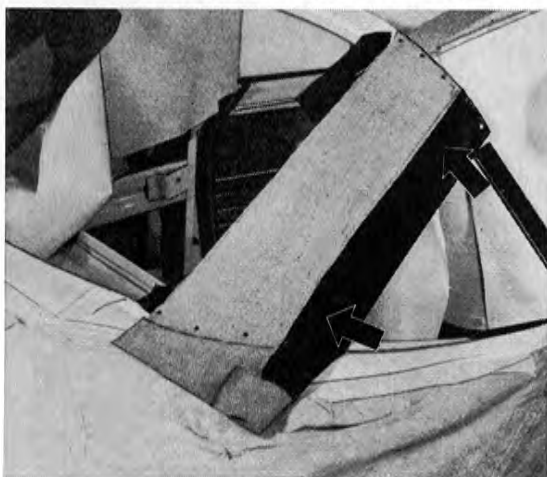
Cut the pieces of linen at the webbings. The overhanging lining strip on the inside must, under no circumstances, be cut off.

- 2 - Tack a rear side panel of coarse linen to rear bow and rear body bow on each side.

$a = 7.1'' (180 \text{ mm})$ $b = 7.9'' (200 \text{ mm})$



- 3 - Fold up the coarse linen and black lining material at the sides and tack in position. Cut off excess material at rear bow.

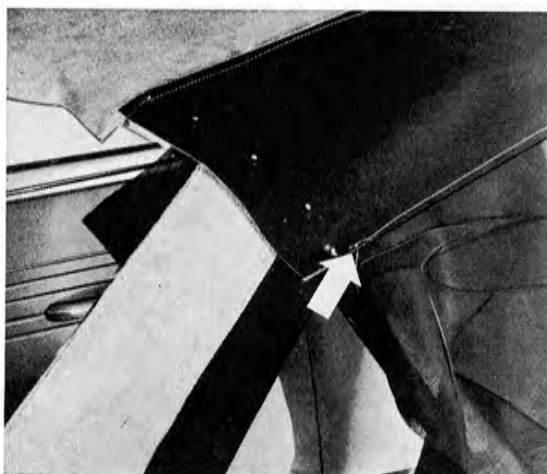


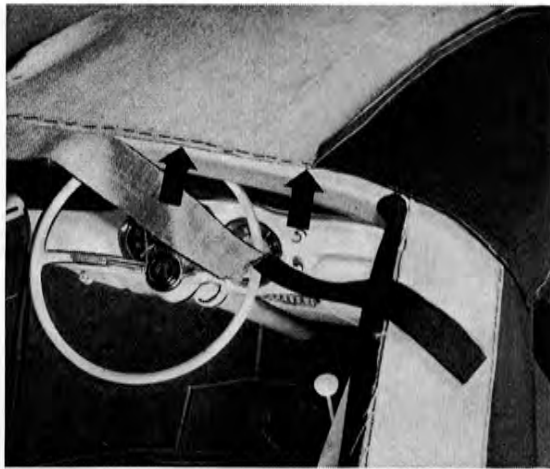
- 4 - Lay roof part, together with sewn-on top and lining material strips, on to top frame with the wider end of left and right plastic strips facing rearwards.



Note:

At the rear, the side seams must be parted up to the main bow.

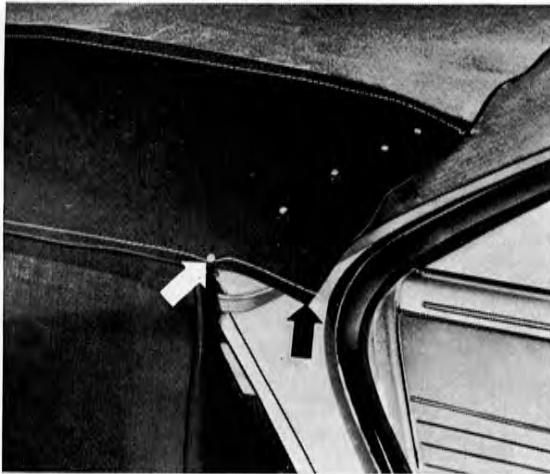




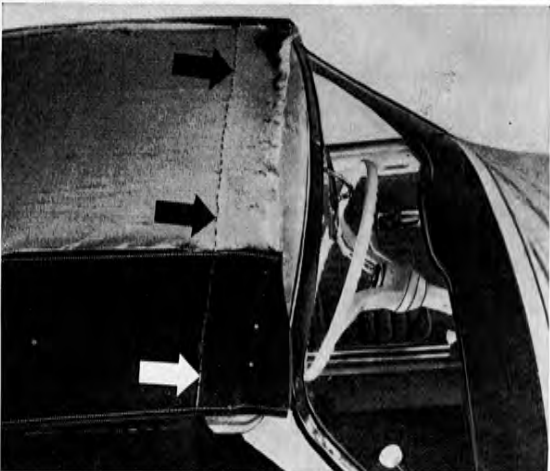
- 5 - Tension roof part and side strips of plastic top material and carefully staple them, working inwards from outer edge, in recess in rear bow. Cut off excess material.

Note:

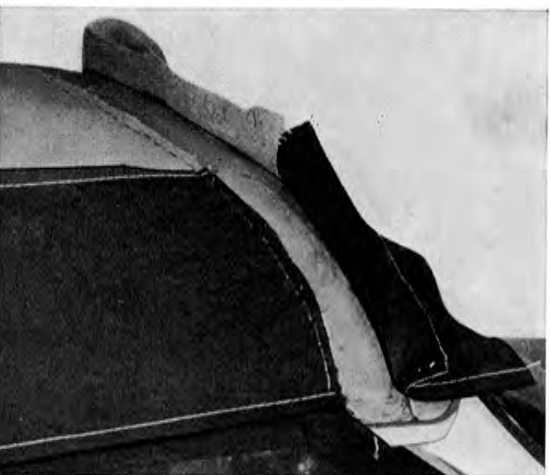
Either cut a wedge-shaped piece out of the additional material in the center or make a cut in it, fold it and staple it to the rear bow.



- 6 - Pull roof part and side strips forward until they are taut and tack to header without folds. Part side seams slightly near header.



- 7 - Make wedge-shaped cuts towards rear in both seams and near the bow.



- 8 - Carefully staple roof part and side strips of plastic top material in recess in header.

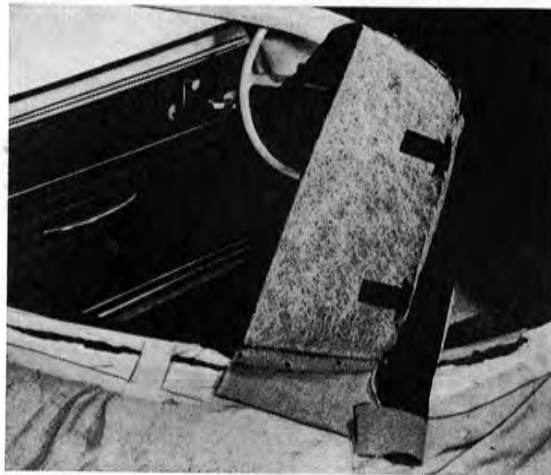
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- 9 - Cut off excess material.

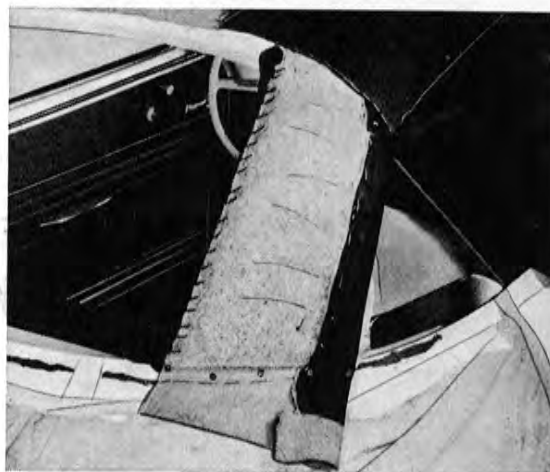
Instailing Rubberised Hair Padding

The rubberised hair padding shapes the top of the Convertible and also provides good insulation. It consists of a roof part and two rear parts but is supplied under one part number.

- 1 - Place a rubberised hair rear pad on the linen material and lining material on each side, then insert it into the folded up lining and coarse linen material.



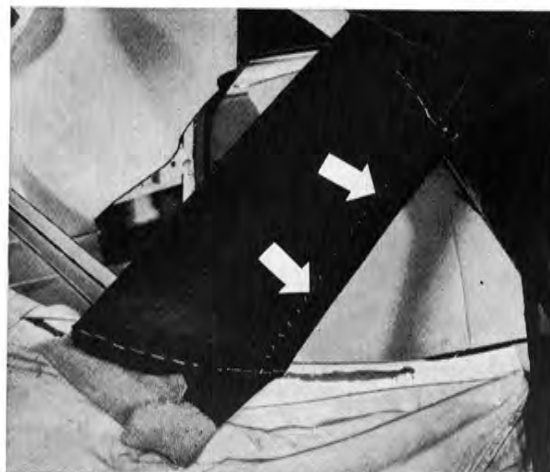
- 2 - Sew rubberised hair rear pads to webbing and side panels of coarse linen, using small, tight stitches. Tack them in the center with several large stitches.



Note:

The rubberised hair pads must not cover the rear bow and be sewn on at the bottom near the rear body bow.

- 3 - Fold lining material hanging down inside over left and right rear rubberised hair pads and staple to rear bow and rear body bow. Sew lining material at outer edges.



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- 4 - Sew lining material to rubberised hair pads with large stitches and cut off surplus lining at top and bottom.



- 5 - Lay roof part of rubberised hair padding on to top frame with smooth surface facing upwards and thickened edges on left and right outer sides facing downwards. Cut a strip $27.6 \times 2"$ (700×50 mm) out of rubberised hair padding near the indentation for rear bow on left and right.



Note:

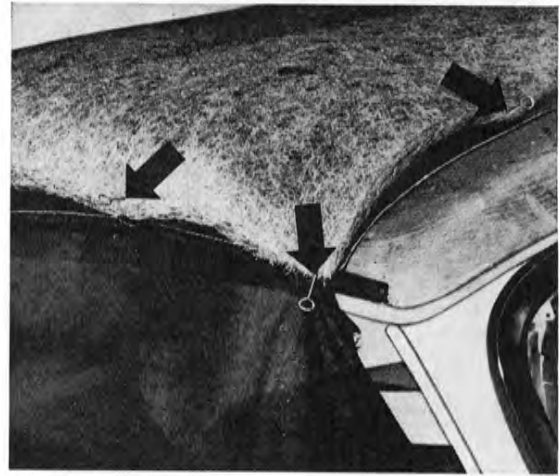
Place additional padding between rear and main bows under rubberised hair.



- 6 - Secure roof padding to rear bow on each side.

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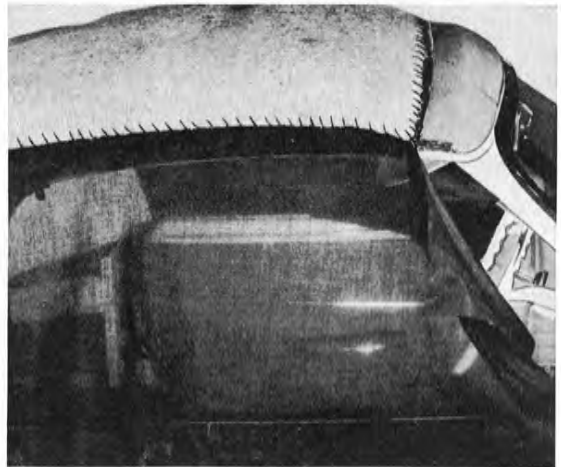
- 7 - Pull roof padding gently towards header and secure it.



- 8 - Pull roof padding to rear edge of header and sew to linen sheet with small, tight stitches.



- 9 - Sew outer edges of roof padding to seam of plastic strips with small, tight stitches. Cut excess padding off at an angle at seam and pluck material out slightly to taper it off.



- 10 - Sew roof padding to linen sheet at rear bow with small, tight stitches.



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- 11 - Sew roof padding to linen sheet with rows of large stitches across the roof.

- 12 - Thinly coat header with universal adhesive D 12 and pad it out with .2" (5 mm) thick foam rubber as follows:



- a - Cement a narrow strip of foam rubber in recesses for top seam.



Note:

The strip of foam rubber does not have to be installed if a fabric top cover is used.

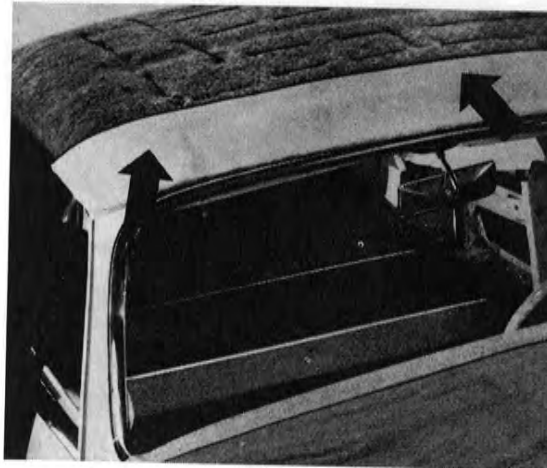
- b - Cement a narrow strip of foam rubber at outer edges in recess transverse to driving direction.



- c - Cement a square piece of foam rubber to each corner so that it fits header contours.

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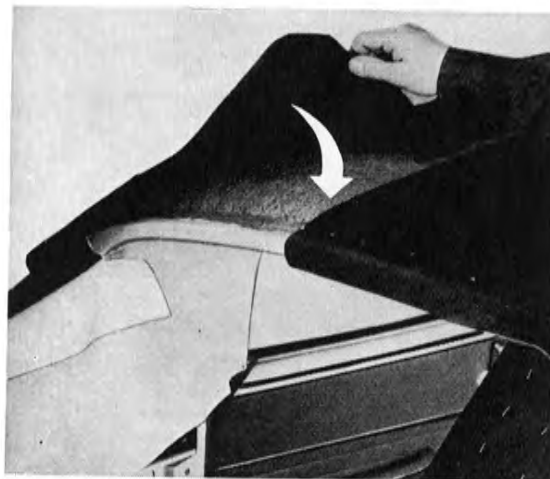
d - Cement a 5.5" (140 mm) wide strip of foam rubber over whole length of header, ensuring that it also covers front part of rubberised hair.



Note:

When installing a fabric top cover, wool padding glued on both sides can be used instead of the foam rubber.

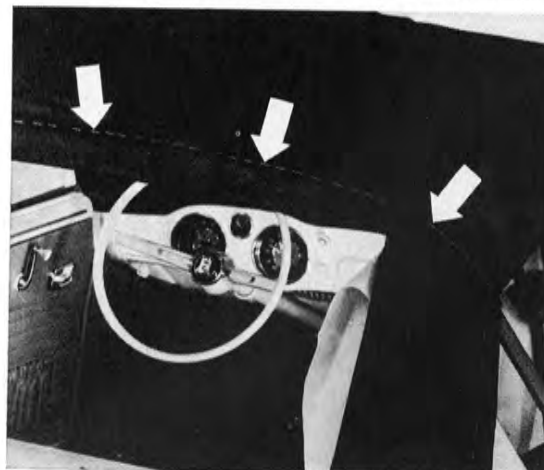
13 - Lay roof padding lining material strips one over the other and tack them free of creases in recess in rear bow.



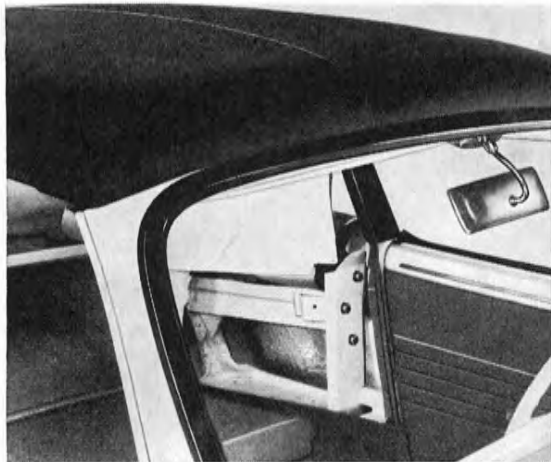
14 - Slightly open top, pull strips of folded lining material firmly forward and tack them to header.



15 - Carefully staple folded lining material strips in recess in rear bow.



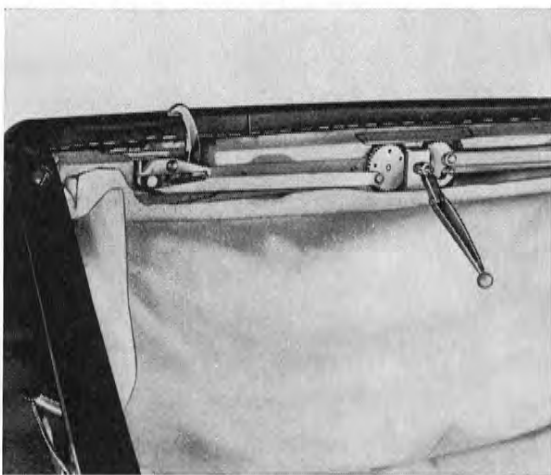
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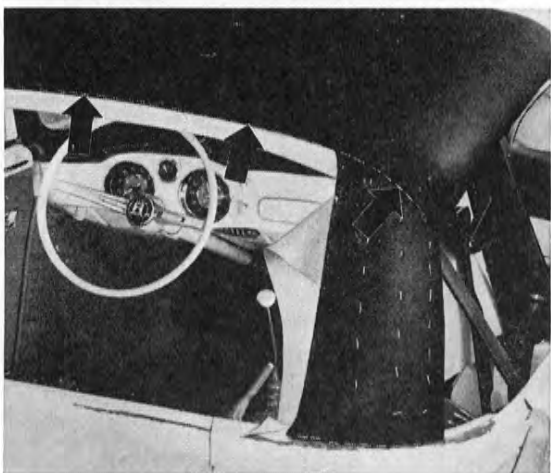
16 - Open top farther, pull lining material strips taut round header and cement them underneath in recess.



17 - Close top and lock it. If necessary, correct the position of the lining material on header particularly at rounded side parts.



18 - Open top and staple folded lining material strips to header from underneath, starting at one corner.



19 - Cut off surplus lining at row of staples on rear bow and at header.

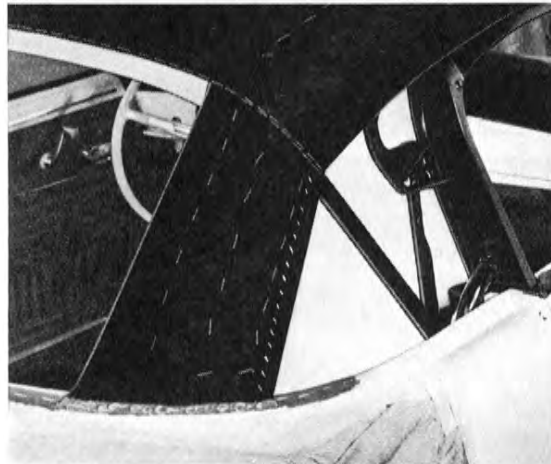


21 - Pull lining strips, which are laid over each other, together in the center and sew with small stitches.

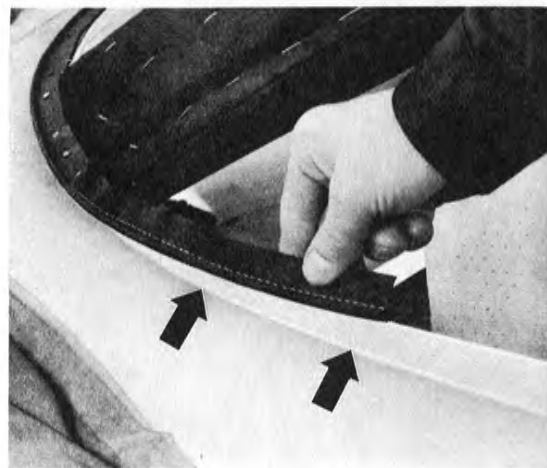
Installing Top Cover

The flexible rear window is sewn to the top cover and the rear part of the headlining. This leatherette is not sewn to the already installed headlining but is tacked, together with the top cover, only to the rear bow and rear body bow.

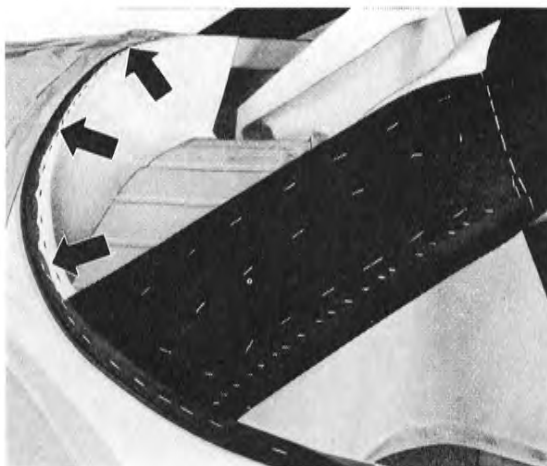
- 1 - To compensate for the thickness of the sheet metal, staple a narrow strip of top cover to the rear body bow between the rear padded parts. Use rubber tape (Terostat) near the rear padded parts.



- 2 - Tack beading to rear body bow. The bead must rest in body groove below rear body bow. Do not yet tack beading at the sides near sewn rear part of rubberised hair padding.



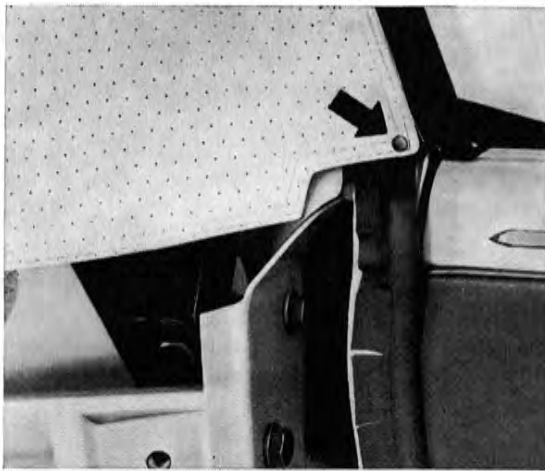
- 3 - Staple rear panel covering to rear body bow and cut off surplus material.



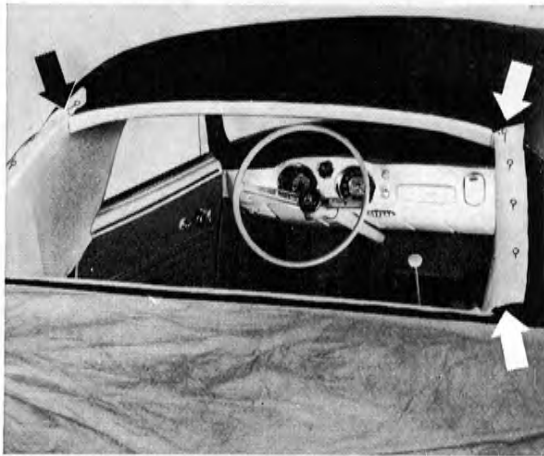
Note:

The leatherette must be cut off in front of the bead.

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- 4 - Tack headlining side parts to main bow at the bottom where the chrome-plated screw is inserted later.



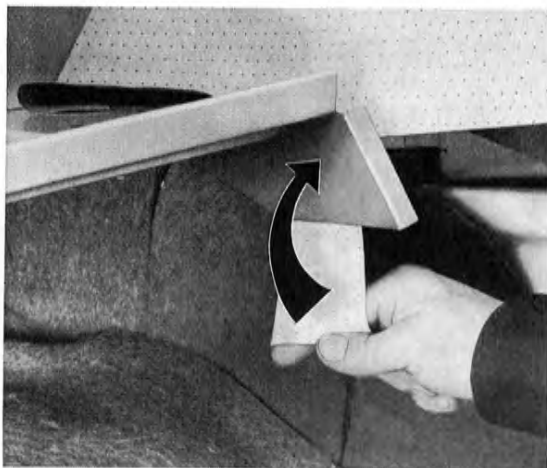
- 5 - Pull headlining side parts taut towards rear and tack under tension to rear bow and to rear padded parts.



- 6 - Tack headlining side parts near rear panel sides under tension to inside of rear body bow and to left and right wooden wedge.

Important

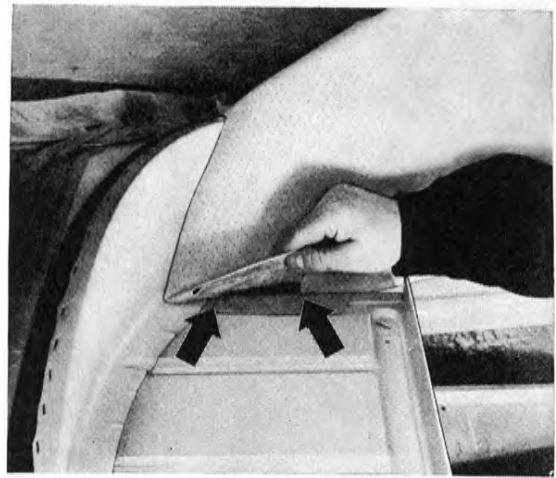
Do not forget cardboard layer.



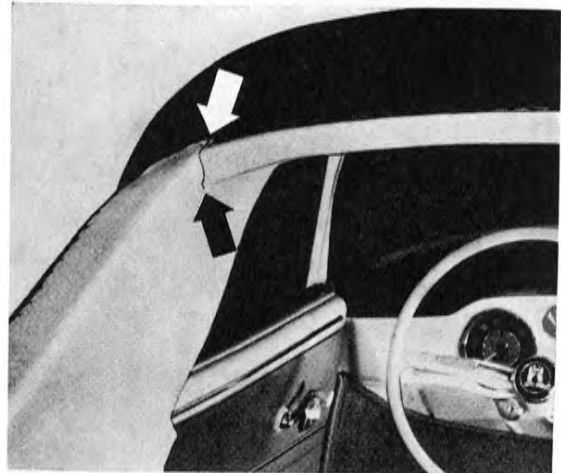
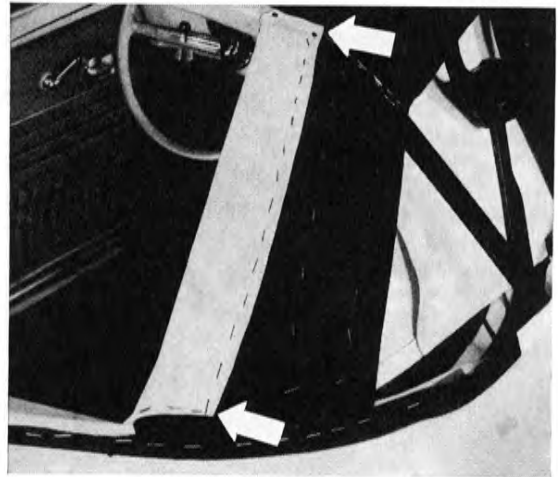
- 7 - Cement surplus leatherette of headlining side parts to top compartment lower part:

a - to top compartment side facing downwards.

b - to the sides on top of top compartment lower part.



8 - Pull headlining side parts taut round rear padding and carefully sew together. Additionally sew headlining with small, hidden stitches in left and right corners of rear bow.



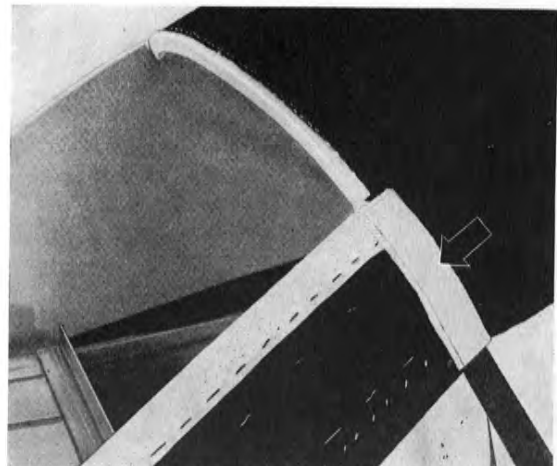
9 - Cement foam rubber strip to top on both sides near rear bow.

Note:

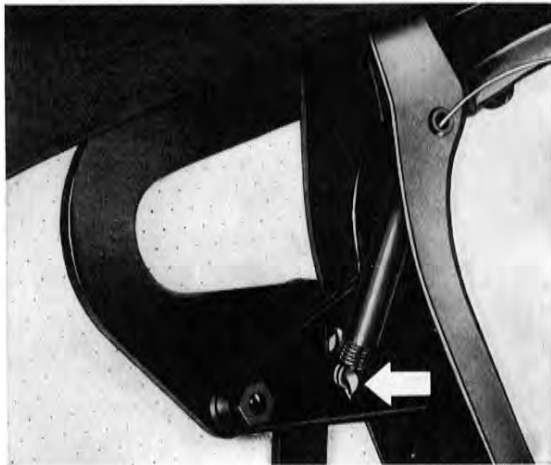
If new a top cover is being installed on old padding, proceed as follows:

a - Make loop stitches in lining strips near rear and intermediate bows.

Loop stitches are large, loose stitches made with a thick thread, under which the padding material is pushed. They are also intended to hold the loose padding material in position.

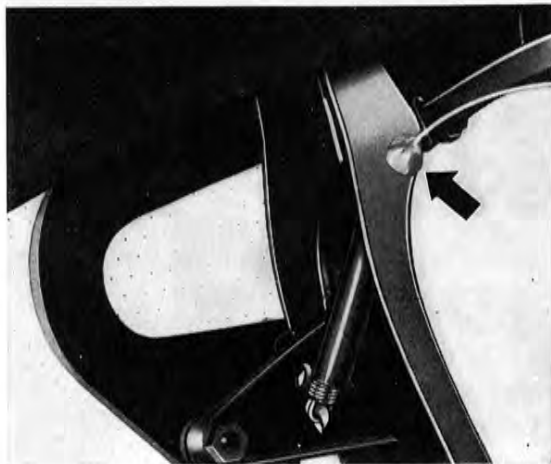


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b - Push padding material, horse hair if possible, under the loop stitches in uniform thickness to equalize the depression between both bows.

The padding shapes the contours at the rear of the top. If the padding is too thick or too thin, this will cause a visible unevenness in the top.



10 - Attach spring and tensioning wire to hook on main bow on both sides and secure by bending hook down.

11 - Pull tensioning wires to one side out of main bow, then close openings with sealing compound (Terostat).

12 - Place top cover on to closed top frame.



Important

The top material strip attached to the outside of the top cover and serving to protect the rear window must be removed only after completion of the top installation. The inner protective strip must be attached to the top compartment lower part.



13 - Tension top cover on both sides at main bow and secure it with a chrome-plated screw each side. Do not forget protective washers.

Note:

Each side of the top cover is marked at the top near the main bow with a white line and below with a hole for the chrome-plated screw. These markings serve as a guide when installing the top cover. First pull top cover on to right side until the upper line lines up with the joint between roof frame and main bow. Then pull

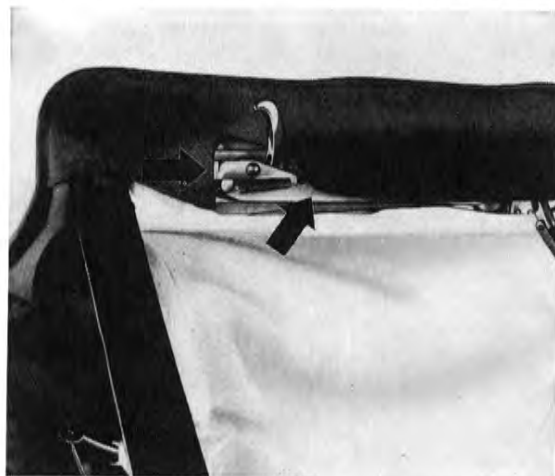
cover tightly downwards until the hole coincides with the lower edge of the main bow.

Attach top cover to left side in the same way.

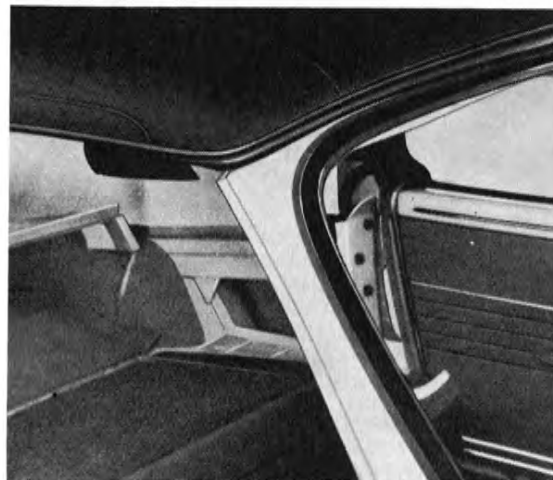
- 14 - Open top ensuring that the flexible rear window does not bend. Damage can be avoided by applying slight pressure to the window.



- 15 - Pull top cover pocket over header and cut it near the two fasteners.



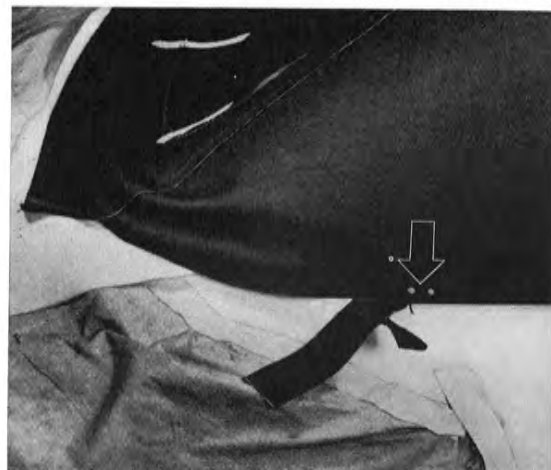
- 16 - Push top into closed position and check whether top cover pocket is correctly positioned, especially near the outer rounded contours. Further installation of the top cover is carried out with top closed.



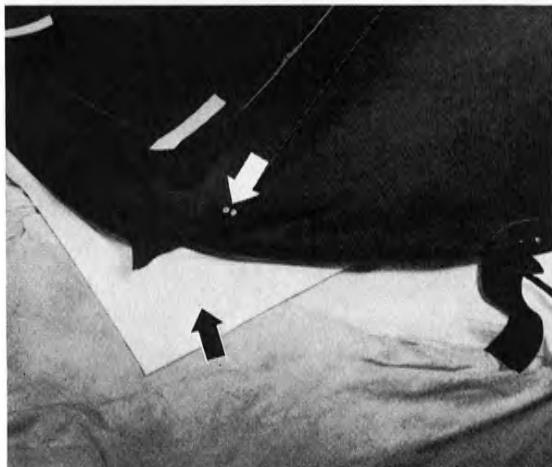
Important

When closing the top the first time, do not use force as otherwise the sides of the top cover at the roof frame can tear.

- 17 - Beginning at rear bow, pull top cover and sewn-on rear part of headlining down at the sides and secure under tension to rear body bow with two nails each side.

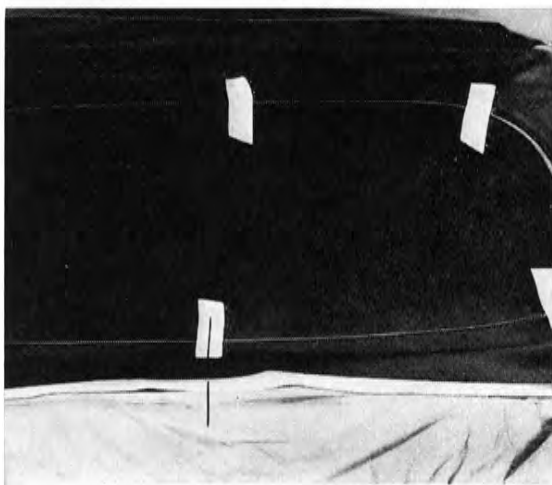


The beading all round top cover must not protrude outwards near main bow, otherwise the door windows will bear against it.

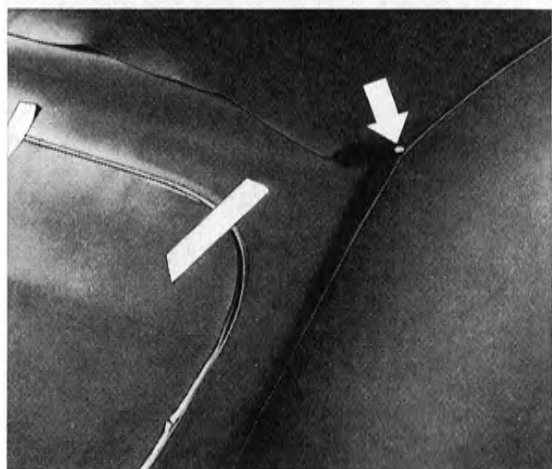


- 18 - Pull top cover taut towards rear and secure under tension in center of rear body bow with two nails each side.

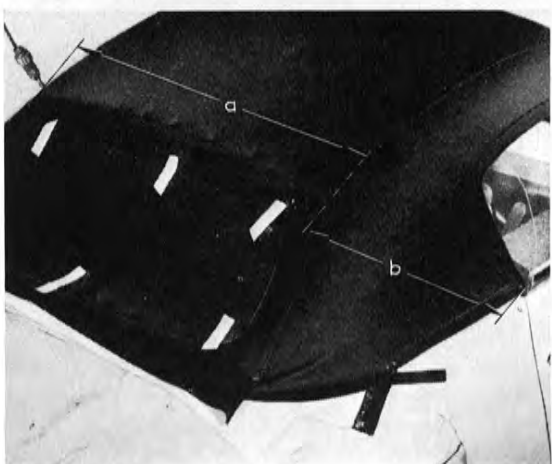
To prevent top cover tearing at these locations, drive the nails only through the seams.



- 19 - Check that rear window is horizontal and centrally positioned, and correct if necessary. To correct, detach top cover material somewhat at appropriate location, pull in the required direction and re-attach it.



- 20 - Tack top cover to rear bow with two brass pins each side, ensuring that dimensions a and b are carefully maintained.



a - Distance from attaching location to attaching location of rear bow = 35.8" (910 mm)

b - Distance from one attaching location of rear bow to lower edge of main bow = 17.3" (440 mm)

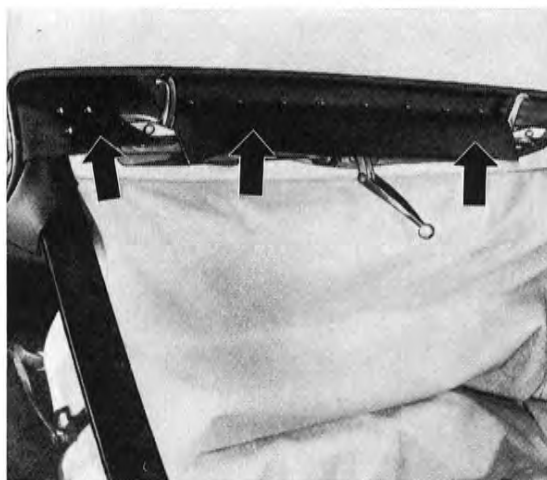
Important

The rear part of the top cover must be under the center part.

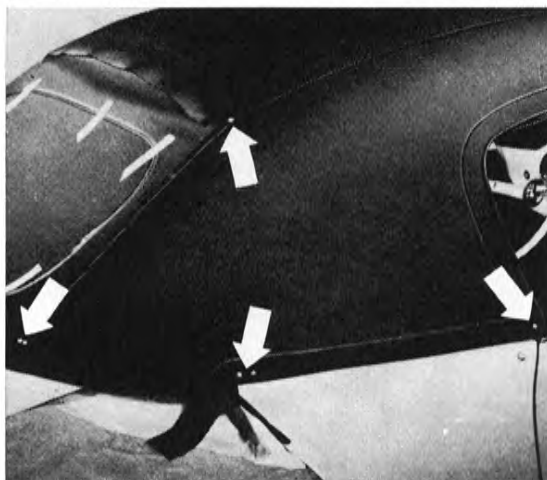
- 21 - Open top, ensuring that flexible rear window does not bend. This can be avoided by applying slight pressure to the window.



- 22 - Tack top cover pocket to underside of header with several nails.

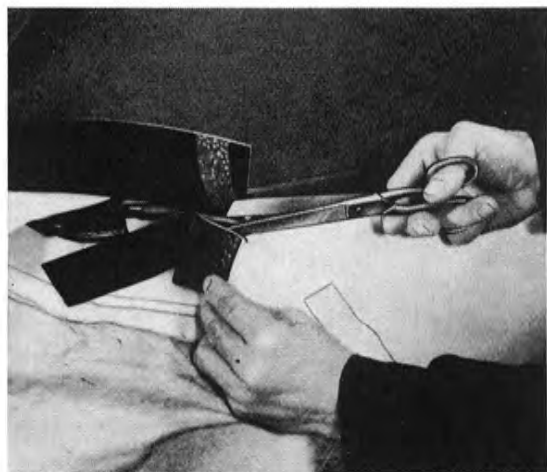


- 23 - Close and fasten top. Check again carefully that top cover is tensioned all over and that no folds are visible. The same applies to headlining near rear window.

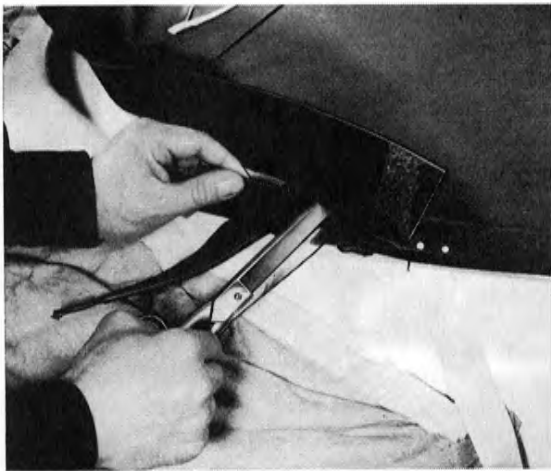


If necessary, carry out any necessary corrections at the locations marked by arrows as these will not be possible later.

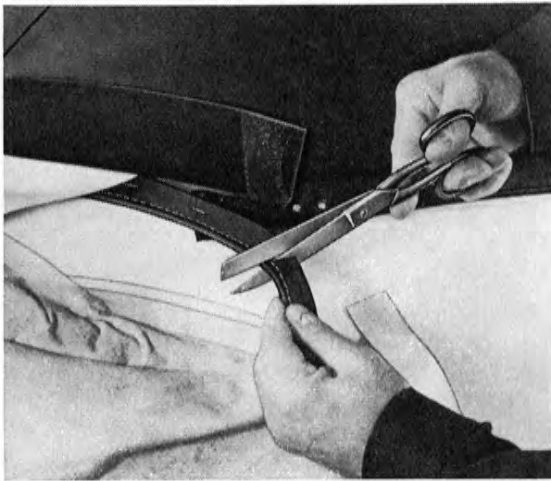
- 24 - Join ends of beading on rear body bow, which are not yet attached, to sewn-on beading on top cover:



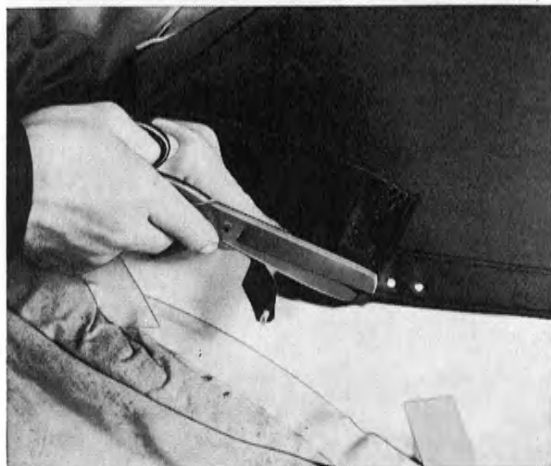
- a - Pull support strip taut in downward direction, tack it and cut off near rear body bow.



b - Cut off lateral support strip level with top beading, ensuring that the length is equal on both sides.

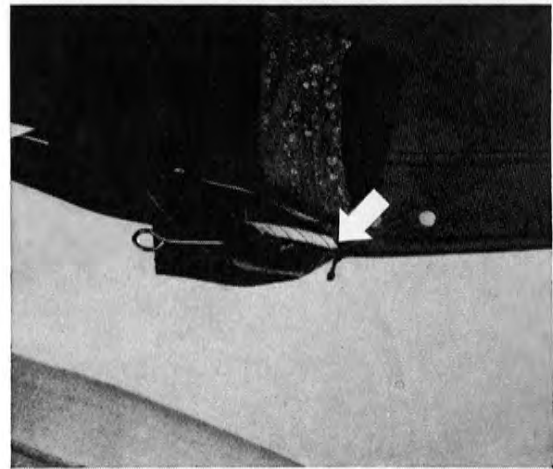


c - Leave beading on rear body bow 1.6" (40 mm) longer than the cut off beading of top cover, cut end at an angle and separate over a length of .8" (20 mm).

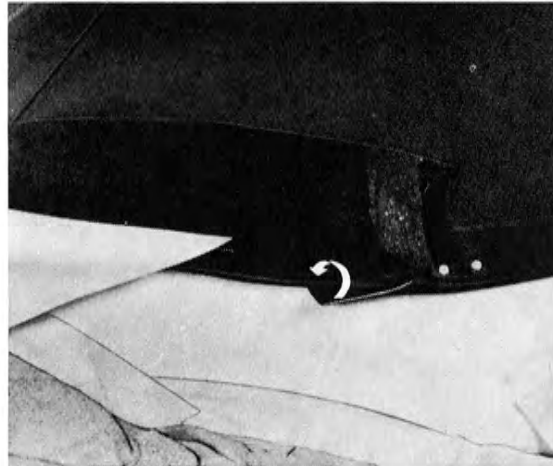


d - Make a cut in beading on top cover, then press cut end outwards.

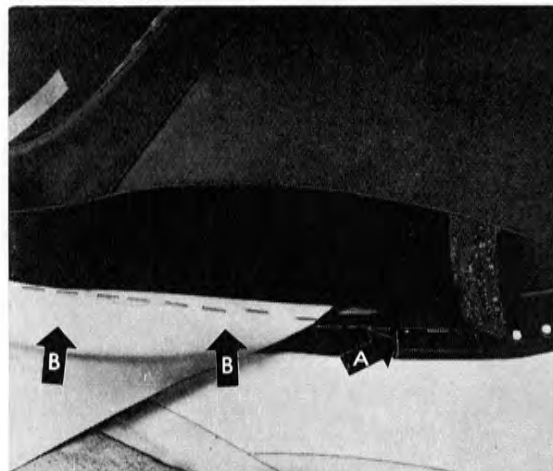
- e - Push free end of cord in beading tacked to rear body bow into cut beading on top cover. Secure beading to rear body bow.



- f - Pull the cut and pushed out end of top beading taut towards rear, lay round beading on rear body bow and staple in position.



- g - Pull outer support strip of headlining tightly downwards and staple to rear body bow together with beading.

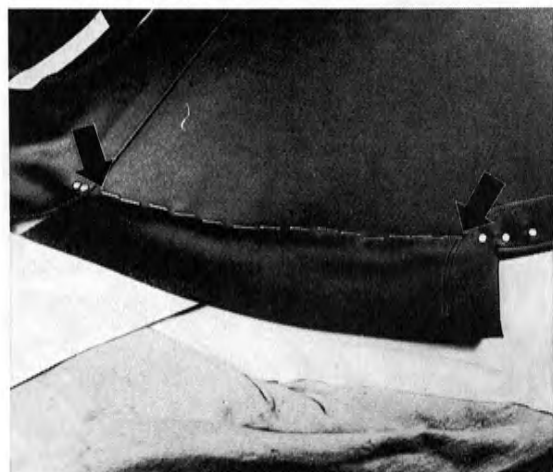


Note:

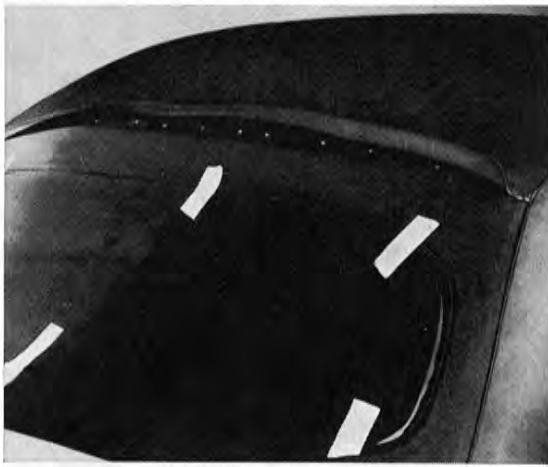
To avoid leakage, the top material must overlap the headlining.

A - Beading
B - Headlining

- 25 - Pull top cover tightly downwards and staple under tension to rear body bow, starting from the longitudinal seam and working towards main bow.



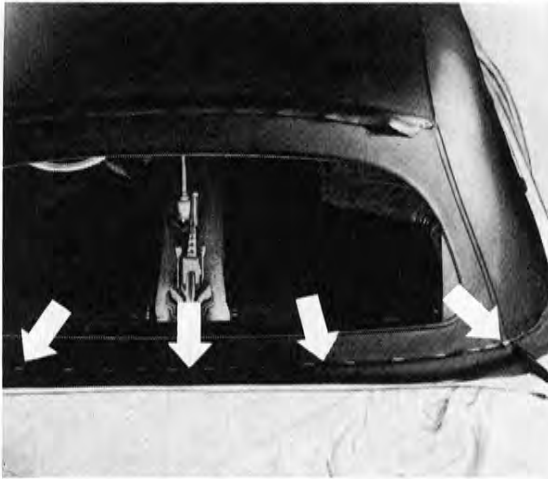
Do not yet secure top cover below rear window to rear body bow.



- 26 - Tack rear part of top cover, together with sewn-on rear part of headlining, without creases and under even tension to rear bow.

Insert tacks as near front edge of bow as possible so that part already perforated is not touched by tacks when finally securing it.

- 27 - From interior, carefully check position of headlining. If necessary, remove tacks and eliminate creases by retensioning.



Important

By measuring, check that rear window is horizontal and centrally positioned. If necessary, correct by detaching top cover at the appropriate location, pulling in required direction and retacking.



- 28 - Tack rear part of top cover, together with sewn-on rear part of headlining, without creases and under even tension to rear body bow.

Note:

To simplify this, remove protective cover from rear window.

- 29 - From interior, check again that headlining is correctly positioned, and correct if necessary.

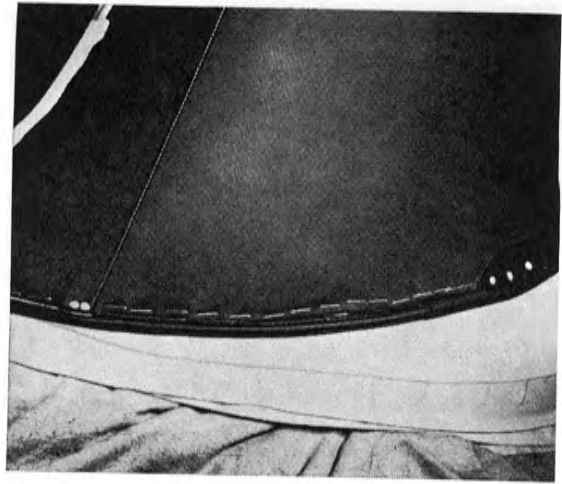


- 30 - Staple top cover between both longitudinal seams (below rear window) without creases and under tension to rear body bow.

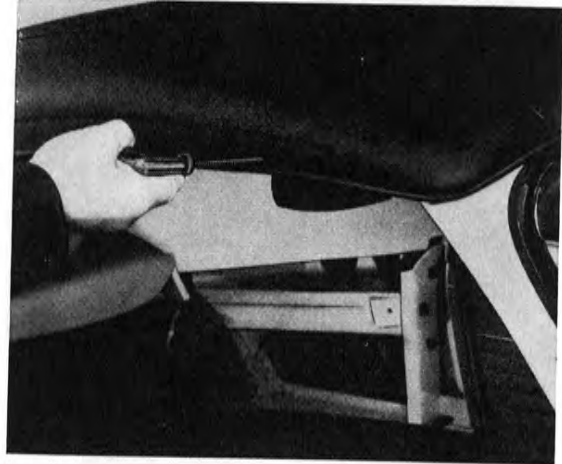
The row of staples must be at an even distance from rear body bow beading edge.

- 31 - Staple top cover, together with sewn-on rear part of headlining, without creases and under even tension in rear bow recess. First staple the lower part, then staple the upper part over it to prevent water draining off roof from entering the cut. Carefully cut off excess material.

- 32 - Cut off excess material on rear bow cleanly, so that top material and beading edge overlap.



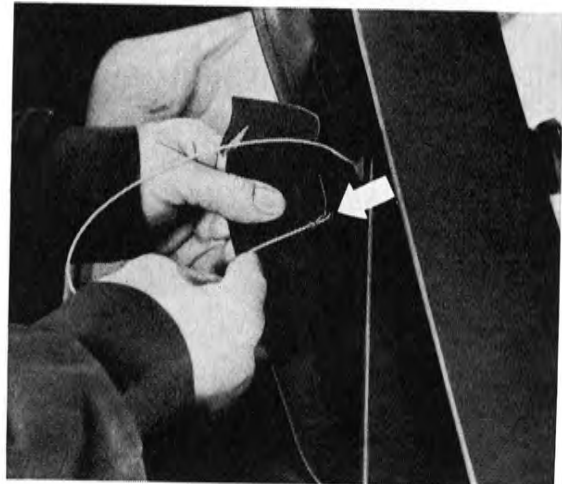
- 33 - Make a hole in each side of top cover for chrome-plated screws.



Important

The top must be fastened and the header pocket correctly positioned on header.

- 34 - Open top and pull tensioning wires into top on both sides.

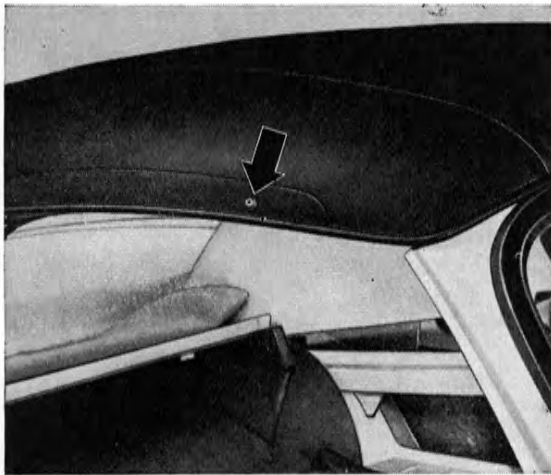


Note:

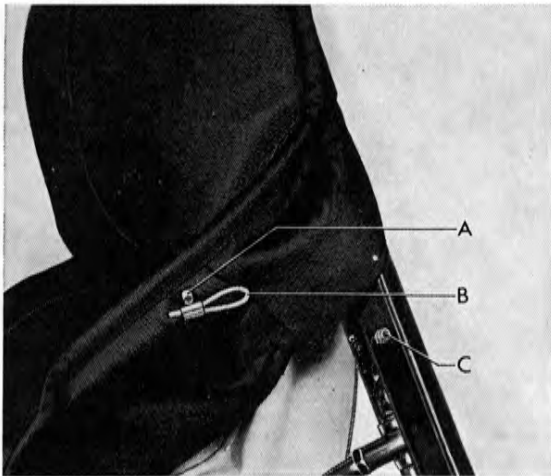
The insertion of the tensioning wires is simplified by using a .12" (3 mm) dia. welding wire, to the bent end of which the loop of the tensioning wire is attached.

The welding wire must be inserted into the top cover from above and pulled out on the inside near the bottom of the main bow.

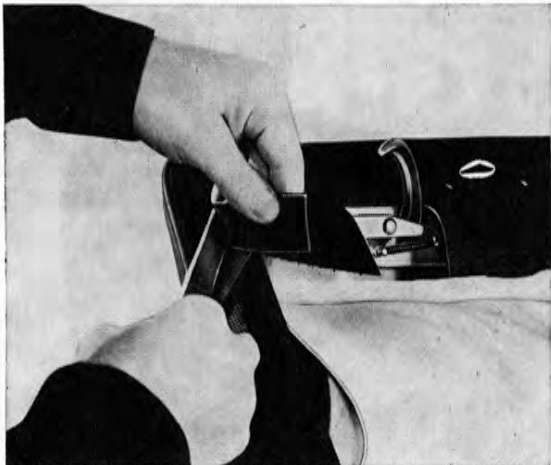




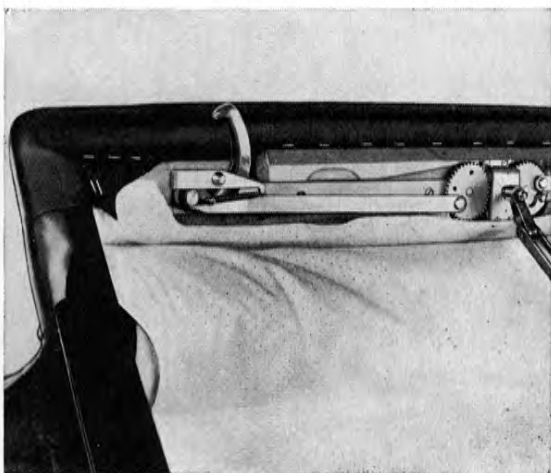
35 - Push chrome-plated screw, with washer installed, into top cover, attach loop of tensioning wire and screw into roof frame.



A - Chrome-plated screw
B - Tensioning wire loop
C - Hole in roof frame



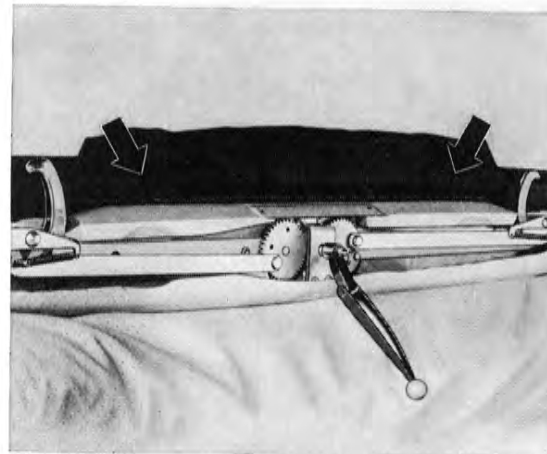
36 - Open top. Cut a piece of material, equal in width to the weatherstrip installed later, out of underside of header pocket. Cement header pocket to left and right roof frame.



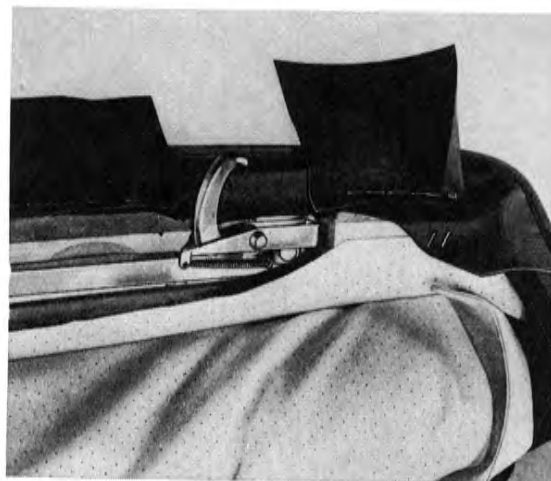
37 - Carefully staple tacked header pocket to header, remove tacks and cut off excess material.

38 - Staple a strip of top material between top fasteners, with outside facing header.

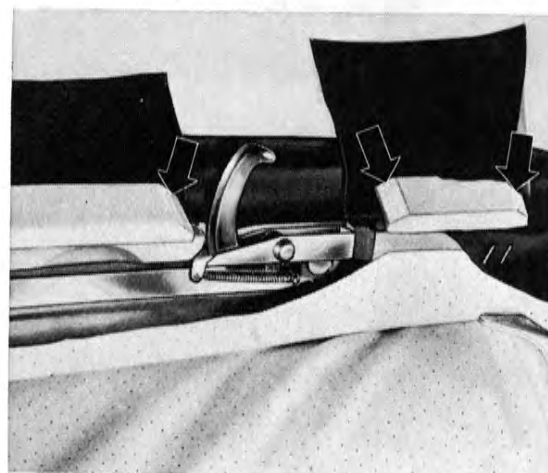
For this purpose the excess material cut off header pocket can be used.



39 - Attach a piece of top material 4.7×5.9" (120×150 mm) near each corner by stapling, the narrower side facing upwards. The material must be folded at the outside.



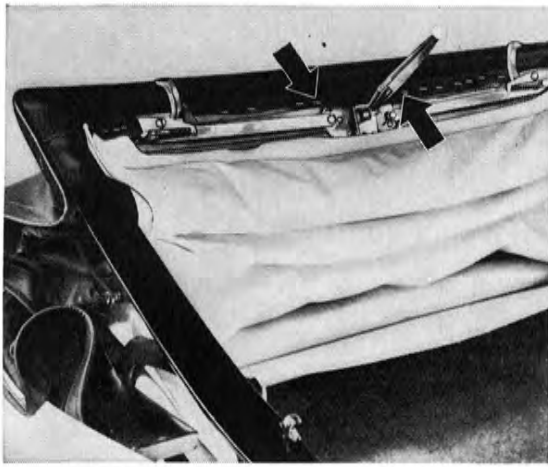
40 - Cement three-piece rubber seal, 13.8×.6" (350×16 mm), in recess provided in header. Chamfer ends of seal facing top fasteners.



41 - Pull top material strip tightly over header rubber seals and staple, without creasing, to header.



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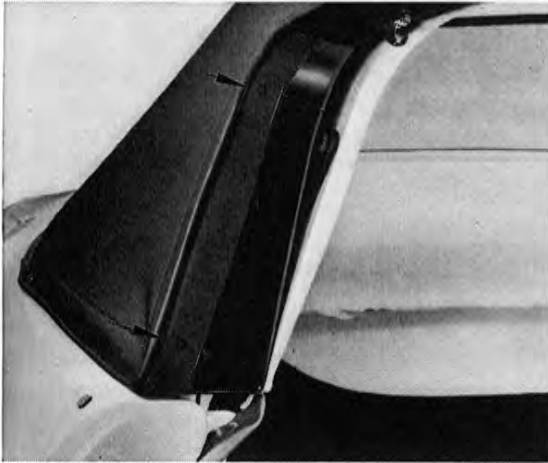


Cement top material strip and header rubber seal to locking mechanism as the header wood has been hollowed out here.

42 - Close and lock roof without applying force.

Important

The beading of the header pocket must not be trapped underneath.

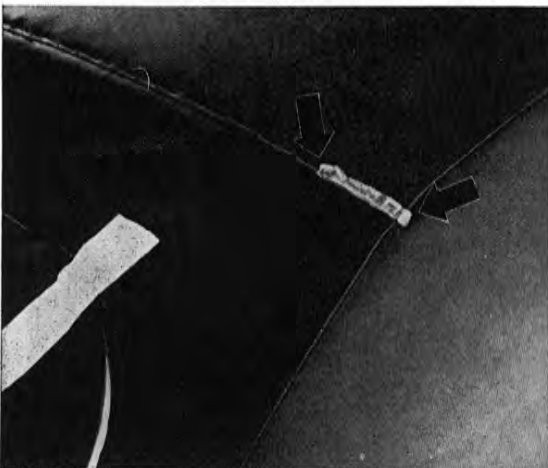


43 - Cement loose top material strips on both sides to main bow. The strips must be 1". 2". (30 mm) wide at the top and 1 in. (25 mm) wide at the bottom. The strips must be cut off at the top and bottom, level with the joint of the main bow. Cut off excess material.

a = 1.2" (30 mm)

b = 1" (25 mm)

Fitting Trim Mouldings



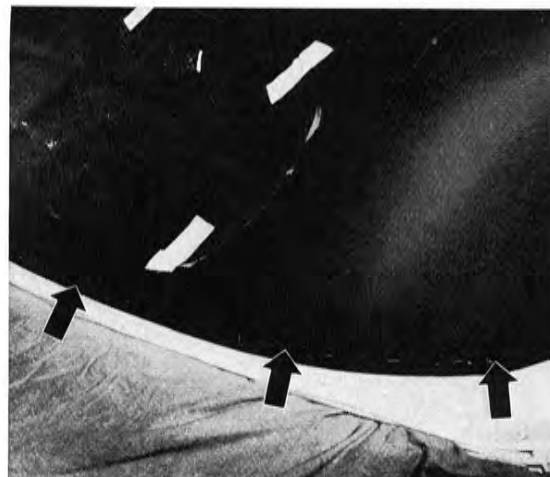
1 - Apply plastic sealing compound to staples in rear bow, at both ends near seams. The sealing compound must not be wider than the moulding to be installed.

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- 2 - Staple a strip of sealing tape over row of staples on rear bow.

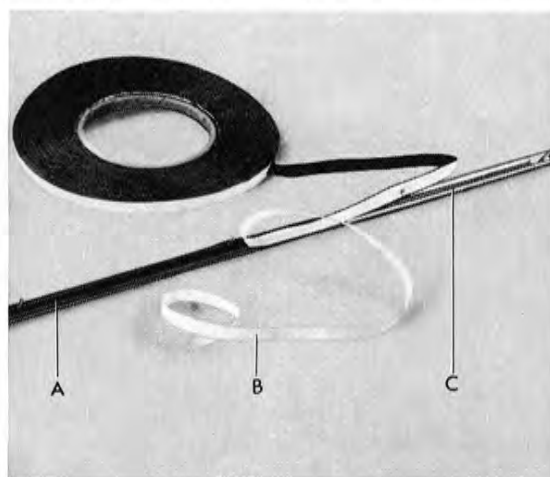
Note:

This sealing tape is a natural rubber strip of the same width as the trim moulding. The light coloured protective strip must be removed before installation.



- 3 - Fit a strip of sealing tape to trim moulding.

A - Natural rubber strip
B - Protective strip
C - Trim moulding

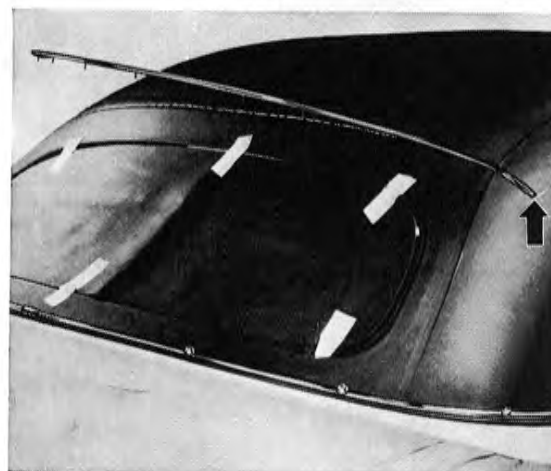


- 4 - Mark position of trim moulding on rear bow with saddler's chalk.

- 5 - Nail on rear bow trim moulding, starting at one side and working to the other.

Important

A special wooden tool must be used when fitting the moulding, to avoid damage and ensure that moulding fits properly.



- 6 - Nail two-piece moulding to rear body bow and slide clip over joint.

Note:

The distance between trim moulding and lock pillar is 14.2" (360 mm). To avoid difficulties such as overhanging at the ends, it is advisable to determine the exact location of the trim moulding by fitting, measuring or marking with saddler's chalk. If necessary, grind off moulding ends at center joint.



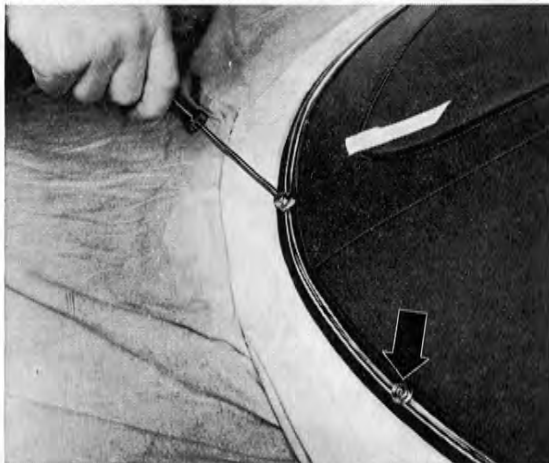


Nail on one trim moulding half, starting at outside.



a - Drive in outer nail, drill a hole through trim moulding and into rear body bow, then secure moulding with a Phillips screw.

b - Bend moulding round rear body bow and nail in position, using special wooden tool.



c - Starting at center, nail other moulding half **on to** rear body bow and additionally secure outside with a Phillips screw.



7 - Screw press stud lower parts, with supports in position, into holes in trim moulding.

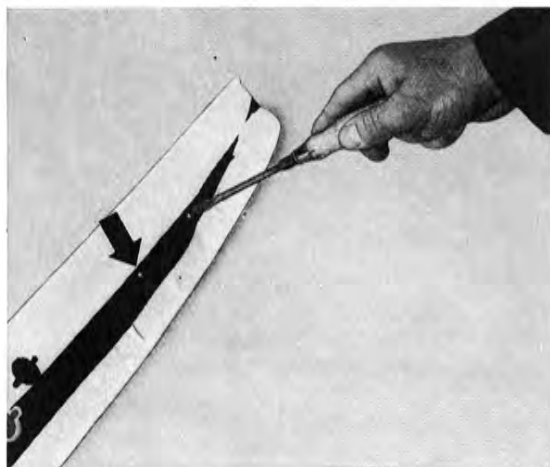
Securing Headlining



1 - Open top and unscrew top lock handle.

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- 2 - Screw top handles to header plate.



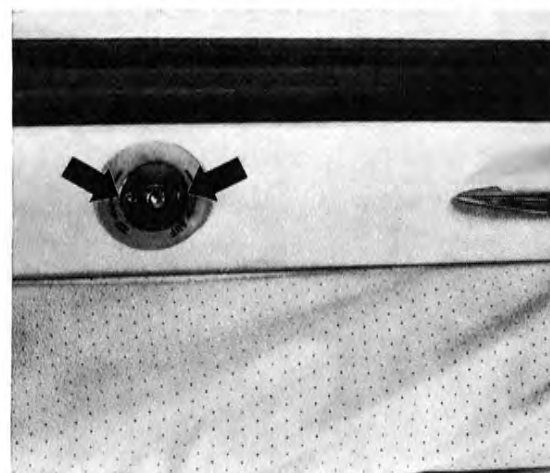
- 3 - Secure fastener cover plate to cut-outs in header with four Phillips screws each.



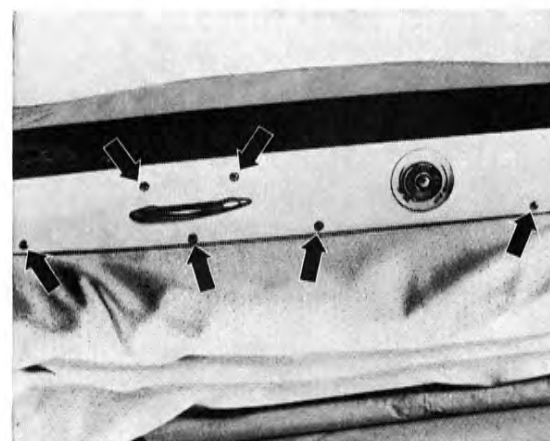
Note:

If a new top header or top lock has to be installed, check for free operation of the fasteners in the cover plate cutouts, prior to installation of the cover plates, by opening and closing top lock.

- 4 - Attach header plate, by means of chrome-plated top lock handle escutcheon, to inside of top header.

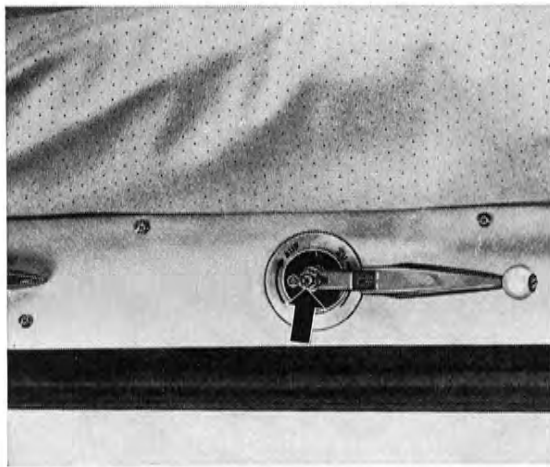


- 5 - Attach header plate to top header with twelve Phillips screws.



Note:

If a new header plate has to be installed, the holes for the attaching screws must be drilled first.

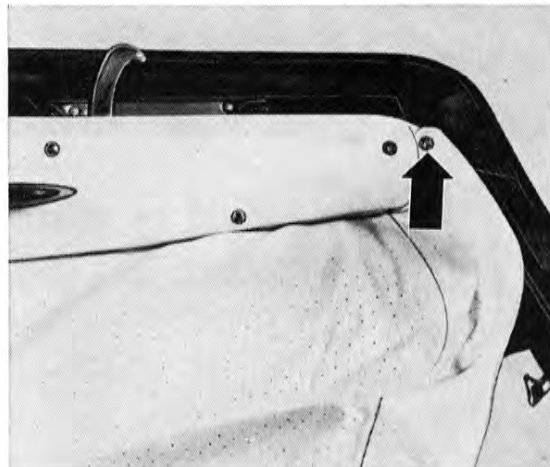


6 - Push top lock handle on to shaft and secure with cap nut.



Note:

Ensure that the knob of the folded handle faces right when top is closed.



7 - Pull side parts of headlining taut towards front and screw them to top header plate. The screws must not contact roof frame as otherwise noises can occur at the header. If necessary, bend **ends** of leatherette covered top header plate slightly away from roof frame.



8 - Close top.

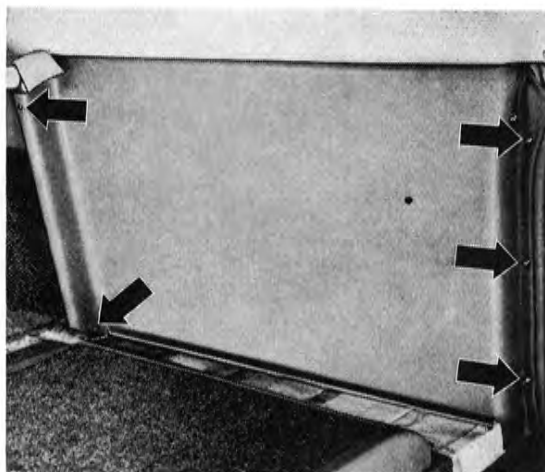
9 - Attach headlining to main bow on both sides by inserting two chrome-plated Phillips tapping screws in holes provided. Do not forget washers.

10 - Apply universal adhesive D 12 to top compartment lower part.

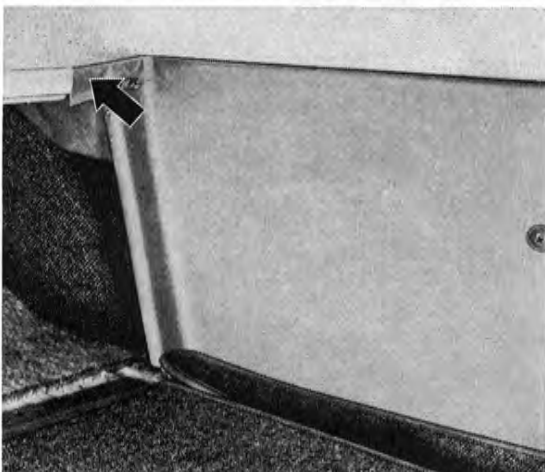
11 - Attach haircord carpet to wheel housings and a piece of leatherette (arrow), the same colour as the quarter trim panel pads, in both corners of top compartment lower part.



12 - Secure leatherette covered quarter panel trim pads to lock pillars with three Phillips screws each (white arrows) and to top compartment lower part with two Phillips screws each (black arrows).



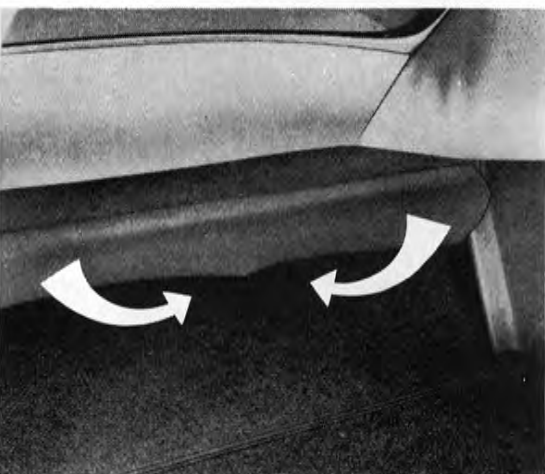
13 - Cement protruding leatherette strip of quarter panel trim pad to top compartment lower part and reattach haircord carpet for emergency seat support. Insert safety belt mounting point cover bushings and escutcheons.



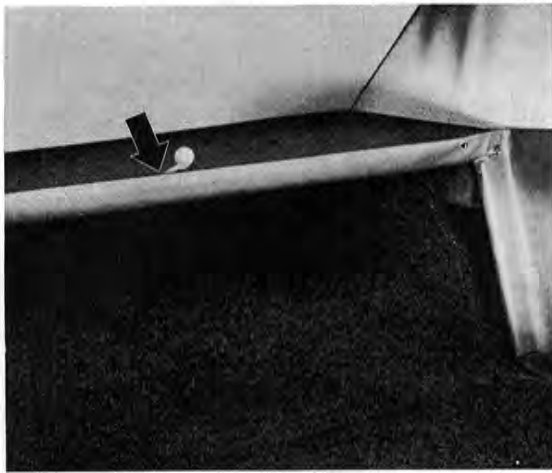
Note:

If the quarter panel trim pad has been recovered, install a press stud support and a fastener for protective boot on each side.

14 - Cement leatherette covered cardboard to top compartment lower part, then pull hanging leatherette strip taut and cement it to underside of top compartment lower part.



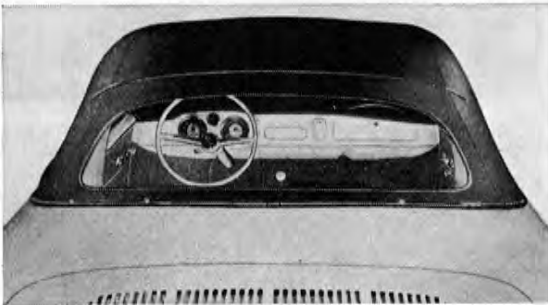
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15 - Cement haircord carpet to luggage compartment floor.



16 - Install emergency seat backrest retaining strap.



Important

After completion of installation, check whether the top can be easily opened and closed and whether the fasteners position themselves correctly in the sockets on the windshield frame.

There is always a certain amount of tension in a new top. It is not necessary to carry out any form of correction, as, after a certain period of time, the top stretches so that it can be easily closed.

Installing Lock Pillar Trim Plate and Weatherstrips

The weatherstrips are of ample length so that they can be fitted and cut to length. They are attached to the roof frame by metal strips which fit inside the rubber moulding and are secured by Phillips tapping screws. In the case of a new top frame, the holes must first be drilled in the roof frame so that they coincide with the holes in the metal strips.

Before the individual weatherstrips can be secured, they must be accurately fitted. For this purpose, the correctly adjusted windows must be wound up and the weatherstrips be inserted in the position in which they will be secured later. Special attention must be paid to the contact of the lip on the door window glass.

A-83A

- 1 - Cement rubber seal to lock pillars and secure with tubular rivets.

Note:

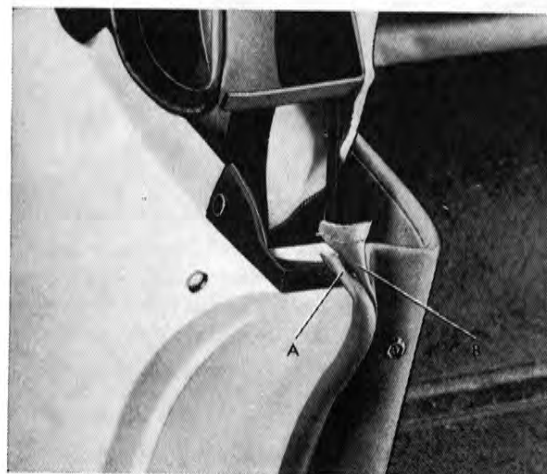
Two-piece rivets are used, these being pressed together with a pair of combination pliers. Place pieces of leatherette between the jaws of the pliers to avoid scratching the rivets.



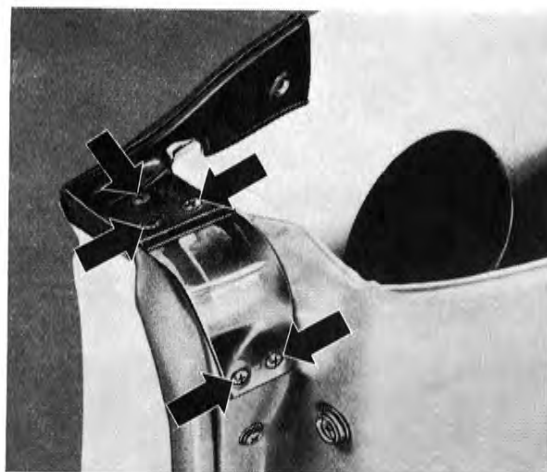
- 2 - Pull end of beading on lock pillar tightly upwards and staple it. Pull strip of quarter panel trim pad material tightly upwards, place it over beading and staple it.

A - Beading on lock pillar

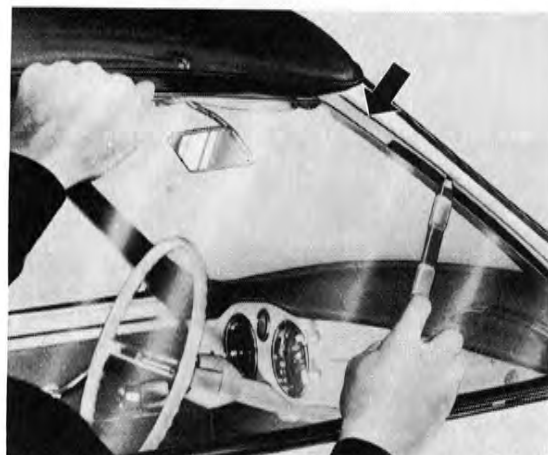
B - Leatherette of quarter panel trim pad



- 3 - Attach lock pillar trim plates with three chrome-plated Phillips tapping screws at the top and two at the bottom on each side.



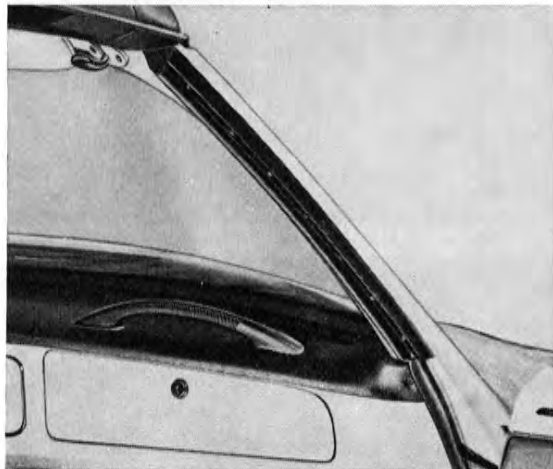
- 4 - Mark position of weatherstrip on windshield frame, along wound up window glass, with a pencil.



Important

Do not use a scribe or similar sharp tool.

- 5 - Cut weatherstrips to approximate length, leaving them slightly longer than necessary.
- 6 - Mark and drill screw holes so that they coincide with holes in metal strips.



Important

The weatherstrips must be attached .2" (5 mm) farther outwards at the top and .08" (2 mm) farther outwards at the bottom so that they contact the window glass firmly.

It is recommended that the weatherstrip be secured to roof frame .2" (5 mm) offset towards outside from marking.

- 7 - Attach weatherstrips together with metal strips.

As additional sealing it is recommended that the sealing tape be attached to weatherstrip underside facing outwards.