

### Instructions for installing Headliners in VW Convertibles

The Volkswagon models from 1949-72 have a slightly different procedure for installation than the 1973-79 Volkswagon Super Beetle.

There are six (6) steps to follow:

1. Remove the old top
2. Remove the old pads
3. Remove the old headliner
4. Install the new headliner
5. Install the new or old pads
6. Installing the new or old top

By following the upcoming instructions, you can have a great installation.

1. To start, if you are going to replace your top, lay the new one on the car to see if the size is correct.

A. The rear window has to be removed before starting. Use a putty knife with rounded corners around the outside of the rubber seal to loosen it. Then from the inside, pry the rubber out, starting from the bottom and pushing out. Make sure someone is outside to catch the window when it pops out, so that it doesn't crack.

B. Now remove the staples around the rear frame.

C. Now open the top and remove the side cables. Then remove the clamps holding the top down. Now remove the header bow plate.

D. Remove the front seal (stapled), then peel off the top from the header bow. Remove the frame seals and pull off the side flaps. Loosen 2 nuts and remove the rear hold down cable. ON EARLIER MODELS WITHOUT REAR CABLES, REMOVE STAPLES. You can now save the old top or replace it with a new one.

2. THE NEXT STEP IS REMOVING YOUR PADS. Pads for the VW bug (beetle) comes in three pieces, a center pad and two (2) quarter pads.

A. To remove your pads. begin to remove staples or bend metal clips on the bottom for the later models. Remove staples from all pads. If the pads are in bad shape, you may consider replacing them. This will give you a better fitting top.

B. After removing the pads there are two (2) straps made out

of webbing. These hold the bows in the right position. They also control the rear bow height, WHICH IS VERY IMPORTANT!!! For the fitting of the earlier models, you should have a bow height of 23-1/2". The later models bow height is 25-1/2" (73-79) PLEASE SEE DIAGRAM.

3. NOW IT'S TIME TO REMOVE THE OLD HEADLINER.

A. Remove the staples from around the rear metal frame that held the rear window.

B. Remove the staples holding the lining to the header bow

C. Peel off listings glued on metal bows, then remove staples and peel up the rear bow above the rear window.

D. At the very bottom of the headliner in the rear there is a heavy wire in a listing pocket. Remove this and save it as it has to be re-installed in the new headliner. The bottom is either tacked on a wood ring in the earlier models or held in place with metal tabs. If held in place with metal tabs, straighten them out to release the headliner.

E. SAVE THE OLD HEADLINER TO USE AS A PATTERN. LAY THE OLD ONE ON TOP OF THE NEW ONE AND CHALK (NOT INK) THE SHAPE OF THE HOLE TO BE STAPLED TO METAL FRAME LATER ON IN THE INSTALLATION OF THE NEW HEADLINER!!!!!!

THE REMOVAL OF YOUR TOP, PADS, AND HEADLINER IS NOW COMPLETE.

BEFORE INSTALLING YOUR NEW PARTS, PLEASE CHECK ALL WOODEN PARTS FOR WEAR. (ie.) See Diagram page 5

1. Front header bow up to the year 1972. Later ones have metal bows.

2. Quarter wood, inner and outer until year 1972.

3. Rear bow above rear window until year 1979.

4. Rear bottom tacking strip until year 1972.

5. Rear frame tacking strip

IF ANY OF THESE PARTS ARE BAD, REPLACE THEM BEFORE YOU RE-INSTALL ANY OF YOUR NEW PARTS. ALL RUST ON THE FRAMES SHOULD BE SANDED AND PAINTED. EXCESS RUST SHOULD BE TREATED WITH NAVAL JELLY.

4. Now that the needed parts have been replaced and the frame has been checked and finished, the headliner is ready to replace.

A. Mark a center line on all listings, then mark the center of the bows. When cementing the listings to the bows, remember to glue both the listings and the metal bows, so it

stays in place.

B. Begin by stapling the listing to the rear bow, then glue the listings to the metal bows and staple to header bow, pulling tight to help eliminate wrinkles.

C. Insert wire into the bottom listing and fasten down with staples or metal clips.

At this time it is a good opportunity to check the BOW HEIGHT BETWEEN THE REAR BOW AND THE BOTTOM OF THE LIP IN THE CENTER OF THE BODY. It should be 25-1/2" (73-79) on the later models and 23-1/2" on the earlier models.

D. Cement the rear metal frame to the rear of the headliner exactly in the center between the bow and the body and both sides. Cut out the center leaving 1-1/2" of extra material for stapling to the insert of the frame. After this, cut off the excess material inside.

E. Next, fasten a 2" webbing to each side of the bows, supplied with the Pad kit. See diagram X.

The padding is next, which is VERY IMPORTANT for the fit of the top.

5. NOW YOU ARE READY TO INSTALL THE PADS. There are three (3) parts. A center pad and 2 quarter pads.

A. Install the quarter pads on each side of the frame. They are shaped like a C in diagram Y. For a snug fit, staple to the rear bow and fasten at bottom with either metal clips in later models or staples in earlier ones. Staple C to the side of the frame and trim off. Staple cloth cover of center pad to the header bow and rear bow. Make sure that the bow height remains correct: 25" on later models 73-79 and 23-1/2" of earlier models.

B. Install foam pad inside cover and cement ends together. Glue a small piece of material over staples for a smooth fit. YOUR PAD INSTALLATION IS NOW COMPLETE.

6. Trying to reinstall the old top may be a problem, in lining up the cutout with the position of the frame in the new headlining. See page 2, section E.

#### INSTALLING A NEW TOP

Lay the top on the car and insert cables into the pockets on each side of the top. Raise the top half way and cement front pocket over front bow. Center the top in rear and tuck into rear metal lip.

Insert each end of the cable onto each corner of the top. See diagram J. Tighten the nuts to anchor the cable.

Install front seal under front bow. Attach side cables and glue flaps behind front bow and attach frame seals on each side. Diagram Z and close top. Glue on the quarter flaps and install the weather stripping.

Trace a chalk mark around the rear frame. Cut it out leaving 1-1/2" of extra material for stapling, then trim off excess.

#### INSTALLING A REAR WINDOW

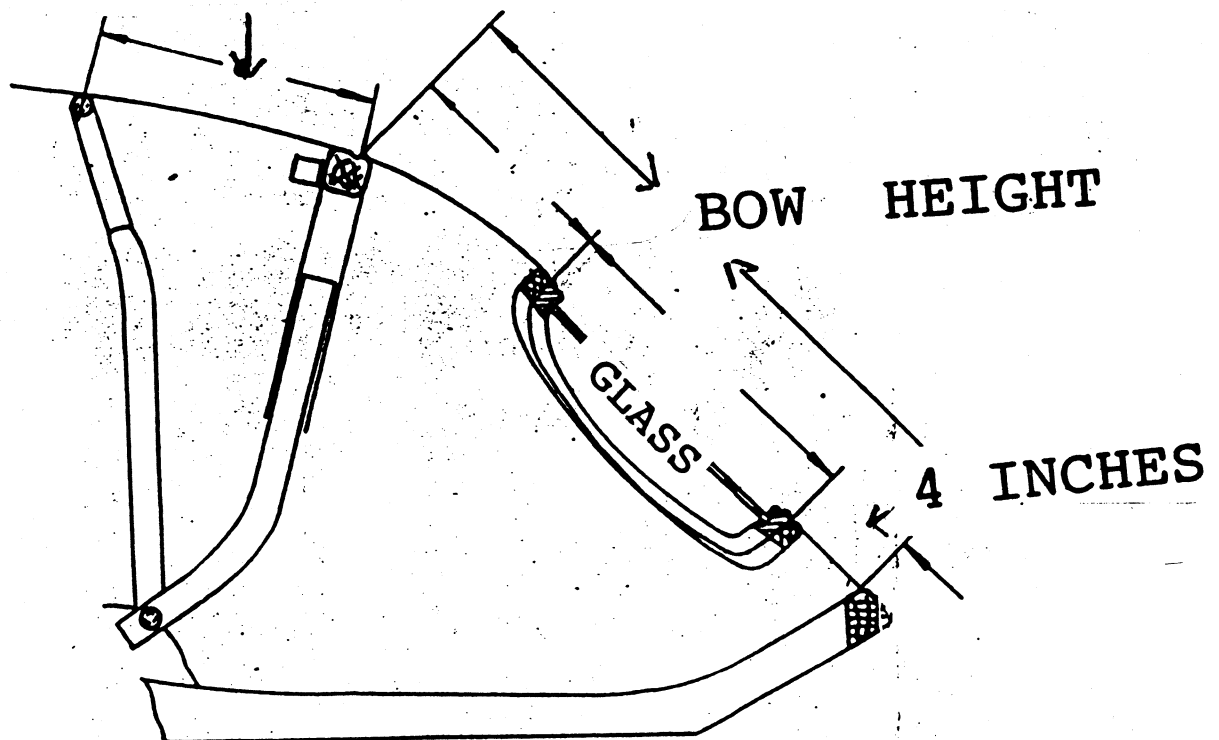
Place the rear seal over the glass, then put a nylon thread around the rear flap. Spray this lightly with silicone. Have someone press the window against the cut-out. From the inside pull the cord to ease the flap in, pry with a putty knife if it is necessary. The JOB IS NOW COMPLETE,

## VW BUG BOW HEIGHT

VW	264-	60-67	23	INCHES
VW	265-	68-72	23 1/2	INCHES
VW	266-	73-79	25 1/4	INCHES

## HEADLINING

VW	25	65-70	16	INCHES
VW	44	42	17	INCHES
VW	71	69-71	7 1/2	INCHES
VW	56	73-79	16 1/2	INCHES

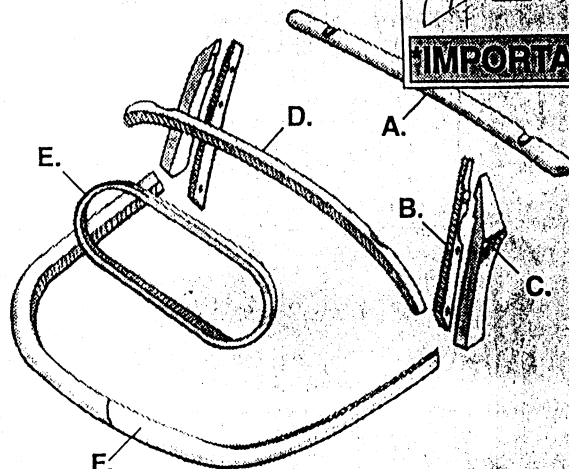
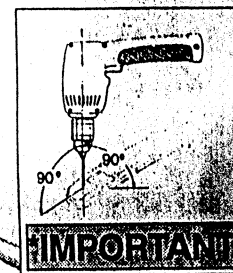


The dimensions at the rear bow are measured up to the folded edge

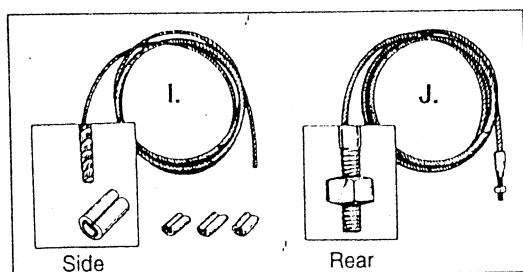
## CONVERTIBLE TOP BOWS AND PARTS

CHECK ALL THESE  
PARTS FOR WEAR.

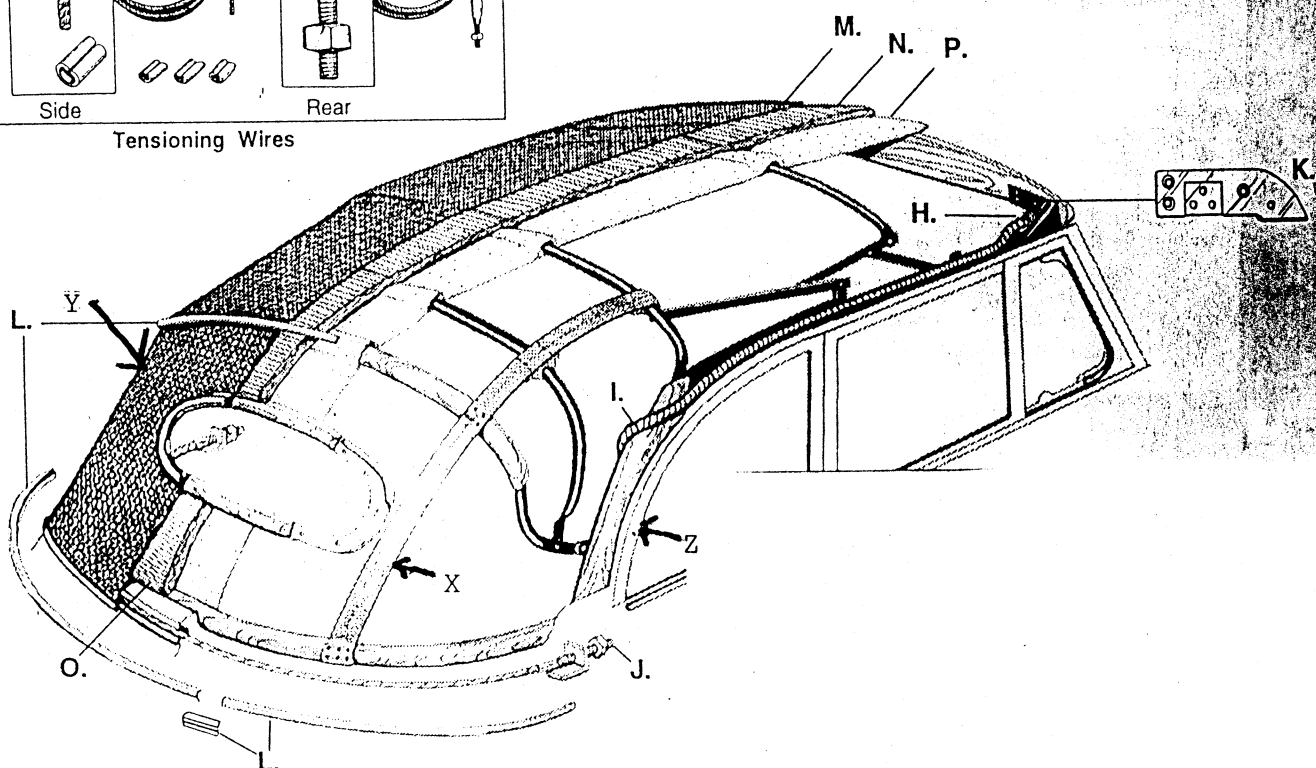
**LATE TYPE**  
**1961-1972**



\* The holes must be drilled at right angles to the contact surface of the header and side roof side member brackets.



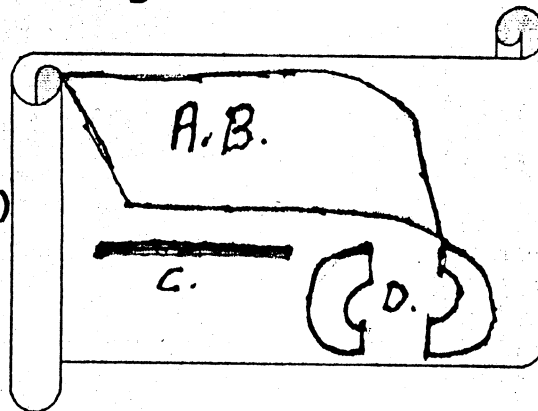
## Tensioning Wires



# Top pad instructions 1954-1979 Bug convertible.

## Top pad kit components include:

- A) 1- main pad cover
- B) 1- main top pad foam (pre-cut to size)
- C) 2- top frame straps
- D) 2-quarter pads foam l/r



Step 1. Remove old top and top pad, noting how the pad is attached to the top frame. When removing top frame straps, note measurement between the body and window, as well as the last three bows. You may choose to replace one strap at a time to maintain the proper spacing. Install headliner, if needed, first.

Step 2. Staple straps from the header bow to the rear tackstrip (1972 attaches to rear base wire of headliner). Then attach the straps to the metal bows.

Step 3. Locate and mark the center of the front and rear of the main pad cover (65-72, the front and rear are the same width; 50-64, the front is wider). Locate and mark the center of the header bow and the rear bow. Tack or staple the front center of the main pad cover to the center of the header bow. Staple the header bow at the rear lowered section so the staples don't protrude up through the top. Staple to the rear bow to the rear portion of the bow for the same reason. NOTE: smooth side of vinyl faces down.

After stapling the center of the header bow, pull slightly to the rear and staple to the rear bow center. Staple one to the two outer edges of the header bow, using slight tension. Staple the rear of pad cover in the same way, pulling slightly to rear and outside, to remove wrinkles in pad cover.

Staple the remainder of the front and rear of pad cover, eliminating any wrinkles as you go. Cut excess pad from front and rear so that end of pad remains recessed.

Step 4. Cover should now be laying wide open with the black cotton draping down both sides of car doors. Spray glue on the top part of center panels and on the corresponding part of the foam pad. (note: 50-64, the under portion of pad goes forward) Place front of foam pad just even with rear of header bow.

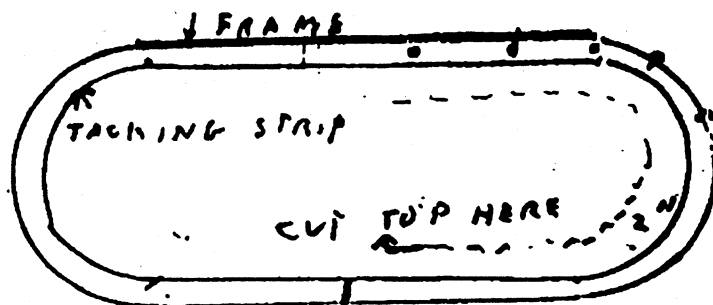
Step 5. Fold black cloth pad cover draping from the sides and overlap over the top of pad cover. Glue overlaps together. Tack front and rear of black cloth to bows like in Step 3.

Attach quarter pads to each side of rear window by stapling to rear bow and stretching down to rear body tack strip. This opens up kidney shaped pads to accept window ring. Staple to window insert and trim excess.

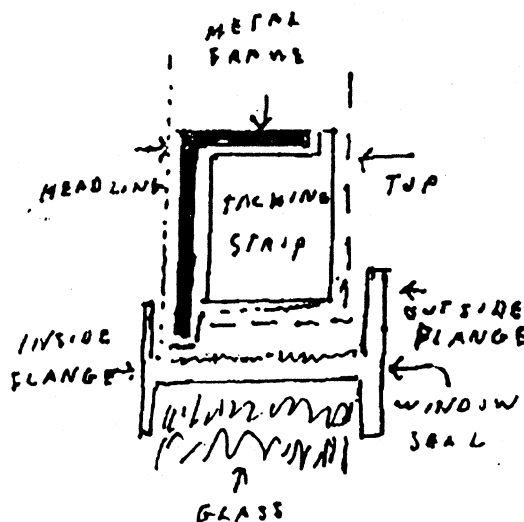
Step 6. You're now ready to install the top.

## BUG CONVERTIBLES

- 1.) WITH TOP PARTIALLY OPEN CEMENT LEADING EDGE POCKET OVER FRONT BOW AND GLUE ON BOTTOM EDGE.
- 2.) PULL TOP COVER OVER BACK METAL EDGE. START AT OUTER EDGE AND WORK TO CENTER.
- 3.) INSTALL REAR HOLD DOWN CABLE BY TIGHTENING NUTS A LITTLE AT A TIME FROM EACH SIDE.
- 4.) CLOSE TOP TEMPORARILY. GLUE ON QUARTER FLAPS AND WEATHERSTRIP ON QUARTER POST. TACK CHROME ON REAR BOW EARLIER MODELS.
- 5.) OPEN TOP TEMPORARILY INSTALL SIDE TENSION CABLES AND FRONT WEATHERSTRIP.
- 6.) CLOSE TOP AND INSTALL REAR WINDOW.
- 7.) TO INSTALL WINDOW CHALK SHAPE ON REAR FRAME AND CUT OUT SHAPE LEAVING A  $1\frac{1}{2}$ " EXTRA MATERIAL FOR TACKING TO WOOD IN METAL FRAME.



- 8.) TRIM OFF EXCESS.
- 9.) TO INSTALL WINDOW PLACE SMALL CORD AROUND REAR RIDGE IN RUBBER SEAL AND SILICON EDGE. PRESS WINDOW IN HOLE WITH SOMEBODY INSIDE PULLING ON CORD WHICH WILL LOCK FLAP IN PLACE.
- 10.) TOP IS READY.





\*\*\*VW CONVERTIBLE TOP INSTALLATION INSTRUCTIONS\*\*\*

Step 1: After completing top frame assembly and all wood products are repaired or replaced, you are ready to begin headliner installation. Staple front portion of headliner to header bow at the sides only. Next, staple rear of headliner to base bow(around base of body). Then, continuing forward to next bow staple material to front side of rear tack bow(above rear window). Headliner should be tight and in place. Finish installation by gluing headliner to remaining bows and staple the remainder of the front to header bow.

Step 2: By completing Step 1, this has pre-determined bow placement. Now you are ready to install tension straps and padding. Take nylon strap and staple between base bow and tack bow, pull tight so there is tension on the top frame assembly. Be sure and check to see that both straps are pulled evenly and that both sides measure the same(i.e., tack bow to base bow measurement).

Step 3: At this time you are ready to install the rear window assembly. Be sure at this time that your wood insert is in satisfactory condition for window installation. If so, you may proceed. Take thin black cloth(supplied in kit) measuring approximately 24" x 54" and staple to rear tack bow from side to side and pull down and staple bottom to base bow. At this point the material should be stretched tight and wrinkle free. From either side slide window assembly between nylon straps and material. Measure 4" from base bow to window frame and measuring from side to side to be sure window is aligned evenly. Staple along inside of window ring, cut excess material away. Glue foam window section padding to cloth on left and right side of window. Next take second piece of wrapping cloth and repeat the same steps. At this time, window installation should be complete and there should be no foam exposed.

Step 4: Lay large padding underliner section face down on top frame. Staple across front, pull tight toward back of car, staple along rear. At this point you are ready to pad top. Take large foam section, glue to underliner centering it front to back and side to side cutting off any excess needed. Wrap ends of underliner back over foam padding to completely enclose foam and staple along front and back.

Step 5: Top installation. Begin by fitting front of top to header bow by stapling it around to the inside. Next, install rear tension cable thru top and attach to car on each end. Tighten cable until top is completely tight and is in position. Use supplied pull strings to install side tension cables attach at rear of top frame. Put top in up position and latch. Finish off rear quarter window sections by pulling tight until wrinkle free. Staple along inside of quarter window facing install screw in outside of quarter window facing. Install screws thru top into rear of body. Finish off areas above quarter window glass

by gluing top flap to top frame.

Step 6: Window instalation. Feel around window area and releif cut inside with razor or scissors. Staple around inside of window all the way around. Cut off exess. Now you can install the window in the top by rope or with glass hook.

At this point you are done and are ready for years of convertible pleasure. NOTE\* this is a very extensive job and if you are not completely comfortable with this procedure, consult a professional.