RATIONAL HARD TOP INSTALL

NOTE: MAKE SURE YOU READ AND UNDERSTAND ALL INSTRUCTIONS PRIOR TO STARTING. THIS IS A COMPLEX INSTALL AND SHOULD ONLY BE PERFORMED BY AN EXPERIENCED PERSON.

1. REMOVE ALL MOLDING FROM THE DOOR FRAME AREAS, REAR VIEW MIRROR, VISORS, SEATS, PLASTIC PANELS, AND HEADLINER. REMOVE UPPER SEAT BELT ATTACHMENT ON PILLAR. CUT SHOULDER HARNESS BRACKETS FROM SHOULDER STRAPS. HARNESS IS NO LONGER USED, YOU MUST USE LAP BELT.

2. INSTALL OPTIONAL (AND RECOMMENDED) CAB REINFORCEMENT KIT.
   a. Slide cab stiffener down behind door pillars. Drill holes in mounting plate and attach with hardware provided.
   b. Drill 1/16” holes through rear cab wall with sheet metal screws through larger holes.

3. DETACH HEADLINER AT WINDSHIELD AND LET HANG LOOSE PAST CUT LINE. NOTE: COMPASS MEASUREMENTS ARE MADE FROM FRONT EDGE OF WINDSHIELD MOLDING WHERE GLASS MEETS MOLDING (SEE ILLUSTRATION 3).

4. FRONT ROOF LINE COMPASS MARKING:
   a. Set compass and scribe your line starting at corner windshield where molding curves away.
   b. Scribe a 2nd line 3/8” behind first line. This represents approximate amount of material to be removed from roof.

5. MAKE SURE TRUCK IN PARKED ON LEVEL GROUND. REMOVE ANY SIDE PILLAR TRIM. WITH DOOR CLOSED, MEASURE REAR CUT LINE. MAINTAIN THIS SAME HEIGHT FOR YOUR REAR CAB WALL CUT. MAKE SURE THAT PLACEMENT IS CONSISTENT FROM ONE SIDE TO OTHER. USING CHALK LINE OR STRAIGHT EDGE. MARK LINE ACROSS REAR CAB WALL BETWEEN MARKS. AFTER LINE IS MARKED, USE LEVEL TO DOUBLE CHECK LINE IS LEVEL IN RELATION TO BACK WINDOW AND TRUCK BED TOP EDGE.

6. TRANSFER LINE TO INSIDE OF CAB BY DRILLING TWO 1/8” HOLES ON LINE WHERE YOU JUST Drew. MARK A LINE ON INSIDE OF CAB WALL BY LINING UP 8TH HOLES. THIS IS REAR CUT LINE. MARK WITH DUCT TAPE ON EACH SIDE OF LINE LEAVING A 3/8” LINE REPRESENTING AMOUNT OF METAL TO BE REMOVED. MARK PILLAR POST OUTSIDE INSIDE AND OUT OF CAB IS TRICKY, MAKE SURE THEY ARE LEVEL AND EVEN. GET SECOND OPINION. IT IS RECOMMENDED THAT YOU REMOVE YOUR REAR GLASS TO KEEP IT FROM PITTING OR BREAKING. BE SURE TO TAPE AND MASK REAR WINDOW FOR SAFETY. ALSO, USE SOME SORT OF CLOTH TO PROTECT PAINT. MAKE AN ELONGATED HOLE ON REAR CUT LINE WITH DIE GRINDER FOR AN ENTRY POINT. USE A STRAIGHT BAR OR EDGE TO SERVE AS CUTTING "FENCE" FOR AIR SHEARS TO INSURE A STRAIGHT LINE. CUT ALL PLACES YOU CAN REACH ON THAT LINE. GET HELP ON MARKING AND CUTTING SIDE PILLARS. OPEN DOOR AND START FROM DOOR JAMB WITH HACKSAW WORKING TOWARD REAR CORNERS. DO NOT CUT ALL THE WAY THROUGH YET, THIS WILL HELP AVOID PINCHING UNTIL READY TO REMOVE TOP.

7. USING A DIE GRINDER START ROOF CUT BY MAKING STARTER SLOT AT EACH END FOR AIR SHEARS. IT IS SUGGESTED THAT YOU USE AN ADHESIVE BACK MOLDING AS A "FENCE" TO GUIDE AIR SHEARS. PRECISION IS IMPORTANT. DO NOT RUSH THIS CUT. CUT TOP OF ROOF FROM END TO END FOLLOWING PRECISELY ON MARKS SCRIBED.

8. FRONT ROOF LINE COMPASS MARKING:
   a. Slip compass and scribe your line starting at corner windshield where molding curves away.
   b. Scribe a 2nd line 3/8” behind first line. This represents approximate amount of material to be removed from roof.

9. DOOR FRAME CUT: SEE ROOF CUTTING GUIDE FOR REFERENCE MEASUREMENTS. BE SURE TO GET ASSISTANCE TO HOLD FRAME STEADY TO MINIMIZE VIBRATION DURING CUTS. USE DIE GRINDER FOR MAKING CUTS. MAKE SURE ALL RUBBER MOLDINGS AND TRIM ARE REMOVED OR PULLED ASIDE. MARK AND TAPE FEMALE OF DOOR FRAMES, CONTINUING SAME ANGLE AS ROOF LINE (SEE ILL. 3b). CUT ALONG TRIM GUIDES. CUT DOOR FRAME AT SAME LEVEL AS REAR PILLAR POST YOU JUST CUT. NOTE: FOLLOWING STEPS SHOULD ONLY BE DONE AFTER LOWER REAR CAB WALL IS CUT SO THAT CORNER OF CUTS ARE NOT COMPLETED UNTIL REMAINING REAR CAB WALL CUTS ARE MADE.

10. OPEN DOORS AND CUT CORNERS THROUGH HEADER WITH HACKSAW ON SAME LINE AND ANGLE SCRIBED ON ROOF. USE A FLAT SURFACE SUCH AS WOODEN BLOCK TO ENSURE PROPER ANGLE AND AMOUNT TRIMMED. LIFT OFF ROOF AND PLACE ON PROTECTED SURFACE, TRIM ENDS OF ROOF SECTION TO MATCH MATERIAL TRIMMED FROM CENTER (3/8”). AFTER TRIMMING MATCH ROOF BACK UP TO TRUCK WITH REAR PILLAR CAPS TEMPORARILY ON. BUT NOT FRONT BOWS, TO ENSURE YOU HAVE NO “HIGH SPOTS” (LINE UP RAIN GUTTERS). NOTE: IF YOU DO NOT PROPERLY ACCOMPLISH TRIMMING THE 3/8” METAL OFF ROOF, YOUR TOP CAN NOT ALIGN CORRECTLY. PAY SPECIAL ATTENTION TO THE CORNERS AND ANGLES TO MAKE SURE YOU HAVE AT LEAST 1/4” CLEAR SPACE WITH RAIN GUTTERS IN ALIGNMENT AND WITHOUT FRONT BOWS ON.

YOU ARE NOW READY TO PREPARE THE ROOF.
RATIONAL HARD TOP INSTALL

YOU ARE NOW READY TO PREPARE THE ROOF.
12. PLACE ROOF UPSIDE DOWN ON PROTECTED SURFACE. ADDITIONAL PORTION OF METAL MAY HAVE TO BE REMOVED FROM CORNER EDGES OF ROOF AS SHOWN IN ILLUSTRATION 11. HOLD THE FEMALE BOW ENDS UP TO CORNERS TO GET AN INDICATION OF FIT. THIS IS SO RECESSED PORTION OF FEMALE BOW WILL FIT INTO ENDS WITHOUT OBSTRUCTIONS. USE DIE GRINDER TO REMOVE OBSTRUCTING AREA.
13. PREPARE TO FIT MALE BOW, DO NOT MAKE ANY TRIM CORRECTIONS TO PLASTIC PARTS. MAKE SURE METAL IS PROPERLY TRIMMED, WITH HIGH SPOTS REMOVED. DO NOT RASHER ANY LOW SPOTS. IF ANY:
NOTE: MAKE SURE ROOF PROTRACTOR PLASTIC PARTS ARE TO BE ATTACHED.
14. TO PREVENT RUST, COAT THE CUT PORTION OF WINDSHIELD HEADER WITH RUST PREVENTION AGENT. CUT A 1/8" SLOT IN THE RAIN GUARD ON EACH SIDE TO ALLOW MALE BOW TO FIT SNUGLY NEXT TO BODY. DO NOT CUT ABS BOWL STARTING AT EITHER END, WITH AN ASSISTANT, WORK ABS MALE BOW IN POSITION, IT WILL FLEX TO FIT CONTOUR OF CUT LINE. USE DUCT TAPE TO HOLD IN POSITION TEMPORARILY.
15. IF SATISFIED WITH FIT, LEAVE MALE BOW IN PLACE TEMPORARILY AND PROCEED WITH NEXT STEP. PERMANENT INSTALL WILL BE TOWARDS END (DO NOT ATTACH YET) MAKE SURE YOU HAVE PLACED UNDER PORTION OF PLASTIC TRIM ON INNER WINDOW PORTS, IF ANY. (ENDS MUST SEAT COMPLETLY) FIT ON LOWER END CAPS. INSTALL REAR CAB WALL COVER AS SNUGLY AS POSSIBLE ON REAR CAB WALL.
NOTE: ON SINGLE LAYER BACK WALLS A 3/8" X 4" WOOD INSERT IS USED TO CREATE A DOUBLE PANEL WALL APPEARANCE. THIS PIECE SHOULD BE CUT IN TWO AND INSERTED UNDER AND INTO SIDE PILLAR CAPS TO FORM A BRIDGE TO ATTACH JOINTED PORTION OF PILLAR CAPS AND CAB WALL COVER. USE SMALL SCREWS, OR RIVETS, TO ATTACH THROUGH REAR CAB WALL, ABS REAR COVER WILL COVER THE RIVETS OR SCREWS. USE EPOXY TO BOND TO IN PLACE.
16. FITTING ON LOWER WINDOW END CAPS. MAKE ALL WINDOW END CAPS FIT ON WITHOUT FORCING OR EXCESSIVE PRESSURE. REMOVE ANY EXCESS METAL, IF NECESSARY. FIT CAPS ON EASILY, AND LOO Ago.
NOTE: IF NOT INSTALLED PROPERLY, OPENING AND CLOSING DOORS AND TEMPERATURE CHANGES WILL BREAK CAPS!
17. YOU WILL NOTICE THAT WINDOW SLOT HAS NOT BEEN CUT IN WINDOW END CAPS. THIS IS SO THAT YOU MAY TRIM FOR YOUR PARTICULAR VEHICLE. CUT CAREFULLY, BECAUSE HOW AND WHERE YOU TRIM WILL DETERMINE TRACKING OF YOUR WINDOW INTO UPPER WINDOW CHANNEL, ROLL UP YOUR WINDOW AND CHECK IT BEFORE YOU TRIM IT! (SEE ILLUSTRATION) NOTICE DEEPER OR WIDER THAN NEEDED. USE A SMALL RATTLE FILE, YOU MAY HAVE TO MAKE A SLIGHT ANGLE CUT TO ALLOW WINDOW TO TRACK PROPERLY INTO UPPER CHANNEL...
18. TRIM WINDOW FRAMES BY OPENING BOTH DOORS, TRIM CAREFULLY PLACE TOP OF FRAME TO BE CAREFUL NOT TO SCRATCH ANY PLASTIC PARTS INSTALLED. PLACE CLOTH OVER PLASTIC. HOLD ROOF INTO APPROX. FINISHED POSITION AND GENTLY CLOSE DOOR WITH WINDOW ROLLED UP COMPLETELY (DO NOT EXTEND EXCESS WINDOW)
NOTE: ON S-10, REAR TRIM LINE WILL BE AT AN ANGLE. MAKE SURE WINDOW IS TRAVELING UP COMPLETELY. IF NOT MAKE CORRECTIONS. REMOVE TOP TRIM AND FILE OFF ROUGH OR SHARP EDGES ON FRAMES.

FOR REATTACHING NARROW WINDOW FRAMES ONLY:
MAZDA 77-85 WILL NOT REATTACH
A. REMOVE INNER AND OUTER RUBBER SEALS. REMOVE SMALL METAL PROTRUSION ON BACK SIDE OF FRAME, USING A DIE GRINDER OR ABRASIVE SANDING DISK (IF PRESENT).
B. HOLD FRAME UPTO TOP AND MAKE SURE THAT FRAME SEATS IN COMPLETELY SO THERE IS NO CLEARANCE BETWEEN FRAME AND ROOF. YOU MAY HAVE TO SQUARE UP CORNER ON ROOF PORTION AND ROUND UP INNER EDGE ON BACK SIDE OF FRAME TO ALLOW FRAME TO SEAT COMPLETELY INTO CORNER.
C. WITH TOP IN PLACE, YOUR WINDOW AND DOOR FRAME SHOULD OPEN AND CLOSE WITH PROPER CLEARANCE, INSTALL TRIANGULAR FOAM (PROVIDED IN KIT) IN PLACE OF INNER CHANNEL RUBBER / FELT WINDOW GUIDES PREVIOUSLY REMOVED.
NOTE: THIS TECHNIQUE WILL WORK ON MOST NARROW WINDOW FRAME TRUCKS, SOME MODELS (ie: DOGGE, NISSAN, SUBARU) IT WOULD BE NECESSARY TO REMOVE SOME OF OUTER REAR UP TO ALLOW WINDOW TO CLEAR, TRIM AS NEEDED. IT IS RECOMMENDED THAT YOU INSTALL NEW DOOR SEALS WHEN INSTALL IS COMPLETE. GROVE WHERE FRAME MEETS ROOF SHOULD BE SEALED WATER TIGHT WITH MARINE-TEX, OR SEALANT (URETHANE IF PAINTING)

FOR REATTACHING WIDE WINDOW FRAMES ONLY:
(Exceptions On Ford Ranger)
A. ATTACH ORIGINAL PINCH MOLDING ON ROOF WINDOW FRAME AREA AND TIGHTEN TO FIT. (GENERAL COLOR OF YOUR INTERIOR TRIM)
B. NEXT DISCARD ORIGINAL SEAL ON BACK SIDE OF YOUR WINDOW FRAME, YOU WILL BE MUCHE RICK OR WIDER THAN NEEDED. USE A SMALL RATTLE FILE, YOU MAY HAVE TO MAKE A SLIGHT ANGLE CUT TO ALLOW WINDOW TO CLEAR, TRIM AS NEEDED. IT IS RECOMMENDED THAT YOU INSTALL NEW DOOR SEALS WHEN INSTALL IS COMPLETE. GROVE WHERE FRAME MEETS ROOF SHOULD BE SEALED WATER TIGHT WITH MARINE-TEX, OR SEALANT (URETHANE IF PAINTING)
C. TAPE WINDOW FRAMES IN POSITION, USING SHIMS OR SPACERS TO KEEP SPACE DESIRED TEMPORARILY, WHEN APPLY EPOXY TO PILLAR POST CAP, FRAME WILL BE HELD IN PROPER POSITION.

2ND WINDOW FRAME CUT OPTION 1
A. MARK A LINE APPROXIMATELY 3/4" BACK FROM FRONT CUT ON UPPER WINDOW FRAME AND MARK CUT OFF KEEP SPACE AS SHOWN.
B. AFTER CUTTING YOUR WINDOW FRAMES OFF, UP TO LEFT SIDE WINDOW FRAME SHOULD CLOSE BEHIND MALE BOW, TRIM BACK ACCORDINGLY AS PER ABOVE. AT THIS TIME YOU MUST TRIM AND FINISH ALL METAL SURFACES ON TRUCK AND TRAVEL.
C. FRONT WINDOW ENDS ARE TO BE INSTALLED JUST IN FRONT OF MALE BOW, GRIND AND FILE METAL TO ALLOW BEST POSSIBLE FIT. CLOSE BEHIND MALE BOW, YOU MUST REMOVE APPROXIMATELY 1/2" OF SMALL METAL UP WHERE INSIDE SEAL FITS. BE PATIENT AND TRIM FOR BEST FIT.
D. BOND IN PLACE, SNUGLY BEHIND MALE BOW. YOU CAN FILE BACK OF MALE BOW, IF NECESSARY, TO CREATE A SCISSOR TIGHT FIT.
2ND WINDOW FRAME CUT OPTION 2
A. FOLLOW STEPS A AND B OF OPTION 1. DO NOT INSTALL END CAPS. INSTEAD CUT THE DOOR FRAME AS PRECISELY AS YOU CAN, SO AS TO BARELY MISS BACK OF MALE BOW. THIS WILL HELP REDUCE LEAKAGE POTENTIAL.
B. FILE OFF ANY SHARP EDGES.
It is our opinion that you get a more professional install by not using upper window end caps on convertibles and our targa. If you cut and trim carefully, window ends can fit snugly behind male bow on convertibles and securely on top of bow on large top installs.
2ND WINDOW FRAME CUT OPTION 3
This is the most effective and cleanest looking method. It is however more work.
A. INSTEAD OF CUTTING 3/4" BACK FROM FRONT CUT, MARK APPROXIMATELY 4" DOWN FROM FRONT CUT, MAKE THE CUT EXACTLY PARALLEL TO GROUND.
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 MALE BOW, IF POSSIBLE. USE SAME METHOD OF ATTACHING THE PART OF FRAME AS 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.
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20. PRE-FITTING FEMALE BOW:
   REMOVE WOOD SPACERS FROM FEMALE ABS BOW. DO NOT DISCARD THEY
   SERVE AN IMPORTANT ROLE KEEPING SPACE TO PREVENT GAP BETWEEN FEMALE
   BOW AND ROOF ON TOP SIDE OF VEHICLE. SHIM THESE SPACERS AS NECESSARY
   TO ELIMINATE ANY GAP. THEY WILL BE EPOXYED IN PLACE WHEN BONDING ROOF.
   21. USING AN ASSISTANT, START AT EITHER END OF ROOF AND FIT FEMALE BOW TO
   TOP, FITTING LEADING EDGE OF ROOF UNDER UPPER PORTION OF FEMALE BOW.
   TEMPORARILY TAPE IN PLACE.
   22. TEMPORARILY TAPE IN PLACE MALE PILLAR POST CAPS, MAKING SURE THEY
   FIT PROPERLY. LEAVE UPPER CAB WALL COVER UNTIL BONDING PARTS ON.
   YOU ARE NOW READY TO MAKE A FIT CHECK OF YOUR ROOF
   NOTE: DO NOT EPOXY PARTS ON UNTIL YOU HAVE INSTALLED AND SECURED
   LATCHES AND ARE SATISFIED WITH FIT.
   23. PLACE ROOF ON TRUCK INSERTING FEMALE BOW OVER MALE BOW THEN,
   SETTING ROOF IN POSITION BY INTERLOCKING REAR PILLAR POST CAPS. 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 OUT, WITH LATCH CLOSED, MAKE SURE LATCH HOOK REACHES
   INTO WINDSHIELD HEADER AREA. MARK BOLT HOLE WITH MARKER.
   24. REMOVE ROOF AND FEMALE BOW, DRILL 3/4" LATCH BOLT HOLE WHERE
   MARKED ON ROOF. INSTALL LATCH USING WASHERS AND BOLT IN EXACTLY SAME
   WAY AS ILLUSTRATION.
   25. PLACE ROOF IN PLACE AGAIN, THIS TIME TO INSTALL LOWER LATCH.
   INSTALL KEEPER FIRST, BUTTING UP TO ABS PLASTIC LOWER PILLAR CAP. THEN
   INSTALL LATCH PORTION APPROXIMATELY 1 1/2" UP FROM UPPER ABS PILLAR CAP.
   IF KEEPER PUSHES IN DURING ATTACHMENT, USE CLAW HAMMER TO LEVERAGE
   OUT FOR ALIGNMENT. EXTEND UPPER LATCH 3/4 OUT, WITH LATCH CLOSED, PLACE
   KEEPER IN APPROXIMATE LOCATION ON HEADER FOR LATCHING. TO MOUNT IN
   PLACE, USE 3/8" RIVETS, THEN LATCH AND ADJUST, IF NOT OVER TIGHTENED
   26. AT THIS TIME INSERT WOOD BLOCK UNDER FEMALE BOW AND SHIM TIGHTLY,
   THIS WILL ELIMINATE SPACE BETWEEN ROOF AND FEMALE BOW. TAPE AROUND
   ALL PLASTIC CAPS AND BOWS ONCE YOU ARE SATISFIED WITH FIT. THIS WILL BE
   PERMANENT LOCATION OF ALL PARTS ONCE YOU PERMANENTLY INSTALL THEM.
   27. YOU CAN NOW PERMANENTLY INSTALL PLASTIC PARTS FIRST, LAY DOWN A
   STRIP OF TAPE NEXT TO PARTS INDICATING FINISHED FIT LINE. DO NOT REMOVE
   TAPE UNTIL AFTER BONDING PART ON!! THIS WILL PROTECT PAINT FROM EPOXY
   AND GIVE CLEAN FINISHED LOOK. REMOVE ALL ABS PLASTIC FROM TRUCK AND
   TAPE UNTIL AFTER BONDING PART ON!! THIS WILL PROTECT PAINT FROM EPOXY
   28. PREPARE ALL SURFACES TO BE BONDED, INCLUDING ABS PLASTIC, MIX AMPLE
   AMOUNT OF EPOXY TO COMPLETE JOB. WORK WITH AN ASSISTANT AND APPLY
   EPOXY TO PART AND BODY.
   a) 4 PILLAR POST CAPS
   b) MALE AND FEMALE BOWS
   c) UPPER AND LOWER REAR CAB WALL COVERS
   DO WINDOW FRAME END CAPS LAST, AFTER COMPLETING INSTALL.
   29. TAPE MALE BOW IN PLACE, MAKING SURE IT IS FULLY SEATED. WE SUGGEST
   YOU USE DUCT TAPE AND DRAW A PIECE OVER FRONT WINDSHIELD AND ADHERE
   IT TO MIDDLE OF WINDSHIELD INSIDE. FIT FEMALE BOW TO ROOF SECTION AND
   WITH AN ASSISTANT, REPLACE AND LATCH ROOF IN PLACE, ON TRUCK. MAKE
   SPECIAL ATTENTION TO REINSTALL WOOD BLOCKS AND SHIM TIGHTLY IN FEMALE
   BOW. THIS WILL DRAW BOW DOWN TIGHTLY TO ROOF SKIN, USE EPOXY TO
   KEEP ROAD LOCK IN PLACE.
   30. REMOVE ALL TAPE, PULLING TOWARD YOU AND ACROSS PART. THIS GIVES
   A CRISP LINE, VERIFY THAT ALL PARTS ARE IN PROPER POSITIONS AND PUT TRUCK
   IN DIRECT SUNLIGHT FOR FASTER CURE TIME. DO NOT REMOVE TOP EARLY!
   REMOVE ALL EXCESS EPOXY AND ALL TAPE BEFORE EPOXY SETS UP.
   31. YOU NOW MUST SEAL EVERYTHING WITH BLACK SILICONE. PUT STRIP OF DUCT
   TAPE NEXT TO PARTS INDICATING FINISHED FIT LINE. DO NOT REMOVE
   TAPE UNTIL AFTER BONDING PART ON!! THIS WILL PROTECT PAINT FROM EPOXY
   AND GIVE CLEAN FINISHED LOOK. REMOVE ALL ABS PLASTIC FROM TRUCK AND
   TAPE UNTIL AFTER BONDING PART ON!! THIS WILL PROTECT PAINT FROM EPOXY
   32. REMOVE TAPE IMMEDIATELY, PULLING TAPE TOWARD YOU (NOT AWAY) FROM
   ABS PART, THIS WILL BE FOR CLEAN CRISP EDGE. PUT SILICONE ON BACK SIDE OF
   MALE BOW ENDS AT LEAK POINT. USE SILICONE AT END OF RAIN GUTTER WHERE IT
   MEETS MALE BOW.
   NOTE: OPTIONAL, BUT TO FINISH MALE BOW WITH PROFESSIONAL LOOK YOU CAN
   BACK-FILL CORNERS WITH BONDO. THIS WILL ALSO CREATE GOOD INNER SEAL,
   DEPENDING ON YOUR ABILITY TO WORK IT. WINDOW END CAP AND BACK OF MALE
   BOW SHOULD BE AS CLOSE AS POSSIBLE WITHOUT INTERFERING WITH OPENING
   AND CLOSING OF DOOR. FINISH OFF AND USE FLAT BLACK PAINT TO TOUCH UP.
   YOU CAN ALSO CREATE YOUR OWN WATER SEAL AT BACK OF MALE BOW WHERE
   END CAPS SEAT BY FILLING BACK OF BOW WITH RTV SILICONE THEN COATING END
   CAP WITH GREASE SO PREVENT ITS ADHESION. GENTLY CLOSE DOOR AND LET
   SET FOR Several HOURS, THEN FINISH THM.

WINDOW TRIM INSTALLATION
1. INSTALL TRIANGULAR SEAL INSIDE YOUR WINDOW CHANNEL, CUTTING
   CORNERS TO 45 DEGREES FOR BEST FIT AND APPEARANCE.
2. REINSTALL ALL ORIGINAL TRIM AROUND INSIDE DOOR AREAS.
   NOTE: FOAM TRIM SUPPLIED IS FOR USE AT YOUR BEST DISCRETION TO
   INSURE LEAKPROOF SEAL. PAY SPECIAL ATTENTION AT BOTTOM REAR OF
   WINDOWS TO TRIM OR SUPER GLUE AS NEEDED TO AVOID WINDOW FROM
   TEARING TRIM WHEN ROLLING UP. MAKE CORRECTIONS AS NECESSARY
   FOR BEST FIT.

SEAL KIT INSTALLATION
(FOR FEMALE BOW)
1. MAKE SURFACE FREE FROM DIRT AND GREASE. INSTALL TOP
   RUBBER SEAL FIRST, CONFORMING TO CURVATURE OF BOW AS
   ILLUSTRATED. LEAVE APPROXIMATELY 1/2" HANGING OVER ENDS SO WATER
   DOESN'T DRIP INTO CAP AT TOP OF WINDOW.
2. USE SUPER GLUE OR LOCKTITE TO GLUE IN POSITION. DO NOT USE ANY
   OTHER TYPE OF ADHESIVE. NOTE THAT BOTTOM SEAL DOES NOT CONFORM
   TO CURVATURE FOR EASE OF INSTALLATION.
3. MAKE SURE TOP SEAL EXTENDS PAST END OF FEMALE BOW
   APPROXIMATELY 1/2" SO WATER WILL FOR A DRIP POINT AT END RATHER
   THAN INTO TRUCK.
S-10 WINDOW KIT INSTALL

1. REMOVE ALL MOLDING FROM DOOR FRAME AREAS, REAR VIEW MIRRORS, PLASTIC PANELS FROM DOORS. YOU MUST INSTALL WINDOW REGULATORS PRIOR TO CUTTING WINDOW FRAME FOR ANY CONVERTIBLE TOP. BE CAREFUL NOT TO DING DOORS FROM INSIDE.
2. ROLL WINDOW INTO POSITION, REMOVE WINDOW CRANK HANDLE, PLASTIC SPEAKER INSERTS, AND VENT.
3. DISCONNECT WINDOW GLASS FROM HORIZONTAL TRACK BY REMOVING TWO 3/16 BOLTS (SAVE FOR LATER), REMOVE AND DISCARD PLASTIC SPACER, TILT WINDOW FRONT DOWN AND GENTLY PULL UP FROM REAR AND REMOVE.
4. SLIDE HORIZONTAL TRACK OFF SUPPORT ROLLER, REMOVE SCREW CLIPS INSIDE DOOR FRAME THAT ATTACH DOOR HANDLE TO OUTSIDE DOOR SKIN. REMOVE DOOR LINKAGE BY SLIDING IT OUT OF PLASTIC BUSHING, THEN REMOVE DOOR HANDLE.
5. MODIFY DOOR HANDLE BY CUTTING OFF TWO SCREW STUDS PREVIOUSLY USED TO MOUNT HANDLE, THEN DRILL TWO 1/4 HOLE IN EXACT LOCATION AS STUDS, METAL IS VERY HARD SO USE APPROPRIATE DRILL BIT.
6. INSERT NEW REGULATOR EITHER THROUGH END OR TOP OF WINDOW, FASTEN DOOR HANDLE TO TOP SUPPORT BAR OF VERTICLE WINDOW GUIDE USING SUPPLIED BOLTS. SANDWICHING OUTSIDE SKIN BETWEEN THEM. DO NOT TIGHTEN YET! ON NEWER MODELS CUT OFF EXCESS PLASTIC FROM GASKET AS SHOWN.
7. RE-POSITION PLASTIC GASKET ON WINDOW GLASS, POSITION NEW HORIZONTAL TRACK MECHANISM ONTO SUPPORT ARM. ALIGN NEW HORIZONTAL TRACK MECHANISM SO THAT IT SLIDES UP AND DOWN ON VERTICAL GUIDE. REINSTALL WINDOW AND ATTACH THIS TRACK MECHANISM TO WINDOW GLASS USING STOCK BOLTS AND TIGHTEN. DO NOT OVERTIGHTEN BOLTS. IT MAY BREAK GASS!
8. CRANK WINDOW TO ITS DOWN MOST POSITION. ADJUST DISTANCE BETWEEN VERTICAL GUIDE TO ARMS SO THAT WINDOW MECHANISM MOVES FREELY UP AND DOWN ON TRACK. DRILL TWO OVERTIZED HOLES INTO BOTTOM OF DOOR AT LOCATION WHERE VERTICLE WINDOW GUIDE TOUCHES. CAREFUL, POSITIONING WILL BE REQUIRED. OUTER EDGE OF DOOR MAY BE USED AS REFERENCE.
9. USING BOLTS AND WASHERS SUPPLIED, ATTACH BOTTOM OF WINDOW GUIDE TO DOOR. DO NOT TIGHTEN YET! WITH WINDOW IN DOWN MOST POSITION, ADJUST DISTANCE BETWEEN VERTICAL WINDOW GUIDE ARMS SO WINDOW MECHANISM MOVES FREELY UP AND DOWN TRACK. NOW TIGHTEN TWO BOLTS ON BOTTOM OF DOOR, TIGHTEN TWO BOLTS ON DOOR HANDLE AT THIS TIME.
10. SMOOTH WINDOW OPERATION BY LUBRICATION VERTICAL WINDOW GUIDE ASSEMBLY, REPLACE DOOR PANEL AND HARDWARE. NOTE: IF WINDOW DOES NOT OPERATE SMOOTHLY OR IS TIGHT, IT MAY BE NECESSARY TO REMOVE AND DISCARD PLASTIC INSERTS ON FRONT AND REAR OF WINDOW. IN SOME CASES THIS PIECE ACTS TO BIND GLASS, ALSO LOWER RUBBER IN 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-POSITION WINDOW REGULATOR ANGLE TO CHANGE ANGLE OF WINDOW TRAVEL.
   b. TRIM WINDOW CAP TO HOLD WINDOW IN DESIRED POSITION.

DAKOTA WINDOW KIT INSTALL

1987-1993 DODGE DAKOTA

DAKOTA DOOR INSTALL IS SIMILAR TO S-10/S-15, WITH MAJOR EXCEPTION BEING DOOR HANDLE IS NOT REMOVED TO ATTACH WINDOW KIT, AND METHOD TO REGULATE AND STOPPING OERCRAKNING WINDOW UPWARD TRAVEL.
1. REMOVE DOOR PANEL, REMOVE ALL TRIM AROUND INSIDE DOOR HANDLE, PULLING OUT AND BACK. ROLL DOWN WINDOWS AND DRILL OUT PLASTIC RIVETS IN BOTTOM OF PLASTIC FACTORY WINDOW REGULATOR.
2. REMOVE WINDOW, LOOSENING FRONT WINDOW TRACK BOLT FIRST.
3. DRILL OUT PLASTIC WASHERS TO 1/4" RIVETS WILL BE REPLACED WITH 1/4" SCREWS AT REASSEMBLY. LOOSEN FRONT WINDOW TRACK. REMOVE UFER WINDOW WIPER (FUZZIE) AT TOP OF DOOR SILL.
4. INSTALL NEW WINDOW SLIDE KIT FROM TOP OF DOOR. BOLT PLASTIC WINDOW REGULATOR TO WINDOW SLIDER WITH 1/4" BOLTS, INSTALLING ONLY FINGER TIGHT AT THIS TIME.
5. PUT WINDOW SLIDER UNIT ON WINDOW TRACK JUST INSTALLED. REINSTALL WINDOW WIPER (FUZZIE) ON DOOR SILL. INSTALL WINDOW, BOLTING IT TO REGULATOR SLIDER UNIT WITH 1/4" BOLTS. ONLY TIGHTENING FINGER TIGHT AT THIS TIME.
6. WITH WINDOW DOWN, DRILL TWO 1/4" HOLES IN BOTTOM OF DOOR THROUGH REGULATOR TRACK FEET. BOLT FEET TO BOTTOM OF DOOR WITH 1/4" BOLTS AND WASHERS. NOW TIGHTEN. USE WASHERS TO SPACE FEET IF NEEDED.
7. ROLL UP WINDOW, DRILL TWO HOLES FOR SHEET METAL SCREWS THROUGH 2ND SKIN OF DOOR FRAME AT TOP OF WINDOW REGULATOR, USE SILICONE ON NEW REGULATOR BEFORE SCREWING IN PLACE TO REDUCE SCREWS FROM COMING LOOSE.
8. TEST WINDOW TRAVEL BY ROLLING UP AND DOWN, IT MUST MOVE FREELY. TIGHTEN ALL BOLTS YOU PREVIOUSLY LEFT FINGER TIGHT. LUBE WINDOW SLIDER, REINSTALL DOOR PANEL.

TOYOTA WINDOW KIT INSTALL

OPTIONAL TOYOTA KIT

SOME TOYOTAS REQUIRE AN ALUMINUM WINDOW GUIDE TO BE INSTALLED UNDER ABS END CAP TO KEEP WINDOWS FROM ROCKING. 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 WINDOW FRAME, AND IT ALSO ACTS AS GUIDE TO KEEP WINDOW FROM FLOPPING IN AND OUTWARD. YOU WILL HAVE TO REMOVE DOOR PANELS AND RUBBER TRIM ON TOP OF WINDOW SILL, INSTALL ARM THROUGH EXISTING SLOT AND LINE UP WITH EXISTING HOLE IN DOOR PANEL. DRILL 3/16" HOLE THROUGH ALUMINUM SUPPORT AFTER DETERMINING EXACT LENGTH YOU NEED TO KEEP WINDOW ROLLING UP TO PROPER DISTANCE, USE A RIVET TO ATTACH THIS.

LIMITING WINDOW TRAVEL

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

FULL SIZE CHEVY EXAMPLE
REPLACE THIS BOLT WITH SLIGHTLY LONGER BOLT, NOT TO REACH GLASS, AND NUT. NOTCH ARM (1) IF NEEDED TO ADJUST.

CHEVY S-10 EXAMPLE
GLUE IN PLACE RESTRICTOR, A SMALL RUBBER HOSE OR PIECE OF WOOD, TO LIMIT TRAVEL OF WINDOW.

MAZDA EXAMPLE
DRILL A HOLE IN INNER DOOR FRAME AND INSTALL AN EXCEPTABLE LENGTH BOLT AND NUT IN POSITION IN FRONT OF SPROCKET TO LIMIT UPWARD TRAVEL OF WINDOW.

MAZDA EXAMPLE
DRILL HOLES AT "A" LARGER SO YOU CAN CONTROL TILT OF WINDOW. INSTALL SMALL BLOCK OF WOOD AT POINT INDICATED TO RESTRICT UPWARD TRAVEL OF WINDOW.
S-10 WINDOW KIT INSTALL

1. Remove all moulding from door frame areas, rear view mirrors, plastic panels from doors. You must install window regulators prior to cutting window frame for any convertible top. Be careful not to ding doors from inside.
2. Roll window into position, remove window crank handle, plastic speaker inserts, and vent.
3. Disconnect window glass from horizontal track by removing two 3/8" bolts (save for later). Remove and discard plastic spacer, tilt window front down and gently pull up from rear and remove.
4. Slide horizontal track off support roller. Remove screw clips inside door frame that attach door handle to outer door skin. Remove door linkage by sliding it out of plastic bushing, then remove door handle.
5. Modify door handle by cutting off two screw studs previously used to mount handle, then drill two 1/4" holes in exact location as studs. Metal is very hard so use appropriate drill bit.
6. Insert new regulator either through end or top of window. Fasten door handle to top support bar of vertical window guide using supplied bolts, sandwiching outer door skin between them. Do not tighten yet! On newer models cut out excess plastic from gasket as shown.
7. Re-position plastic gasket on window glass, position new horizontal track mechanism onto support arm. Align new horizontal track mechanism so that it slides up and down on vertical guide. Reinstall window and attach this track mechanism to window glass using stock bolts and tighten. Do not overtighten bolts. It may break glass!
8. Crank window to its down most position. Adjust distance between vertical guide to arms so that window mechanism moves freely up and down on track. Drill two oversized holes into bottom of door at location where vertical window guide touches. Careful positioning will be required. Outer edge of door may be used as reference.
9. Using bolts and washers supplied, attach bottom of window guide to door. Do not tighten yet! With window in down most position, adjust distance between vertical window guide arms so window mechanism moves freely up and down track. Now tighten two bolts on bottom of door, tighten two bolts on door handle at this time.
10. Smooth window operation by lubricating vertical window guide assembly. Replace door panel and hardware.

DAKOTA WINDOW KIT INSTALL

1987-1993 DODGE DAKOTA

1. Remove door panel, remove all trim around inside door handle, pulling out and back. Roll down windows and drill out plastic rivets in bottom of plastic factory window regulator.
2. Remove window, loosening front window track bolt first.
3. Drill out plastic washers to 1/4". Rivets will be replaced with 1/4" screws at reassembly. Loosen front window track. Remove upper window wiper (fuzzie) at top of door sill.
4. Install new window slider kit from top of door. Bolt plastic window regulator to window slider with 1/4" bolts, installing only finger tight at this time.
5. Put window slider unit on window track just installed. Reinstall window wiper (fuzzie) on door sill. Install window, bolt to regulator slider unit with 1/4" bolts. Only tightening finger tight at this time.
6. With window down, drill two 1/4" holes in bottom of door through regulator track feet. Bolt feet to bottom of door with 1/4" bolts and washers, now tighten. Use washers to space feet if needed.
7. Roll up window, drill two pilot holes for sheet metal screws through 2nd skin of door frame at top of window regulator. Use silicone on new regulator before screwing in place to reduce screws from coming loose.
8. Test window travel by rolling up and down, it must move freely. Tighten all bolts you previously left finger tight. Lube window slider. Reinstall door panel.

TOYOTA WINDOW KIT INSTALL

Optional Toyota Kit

Some Toyotas require an aluminum window guide to be installed under abs end cap to keep windows from rocking. 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 window frame, and it also acts as guide to keep window from flopping in and out. 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 window frame, and it also acts as guide to keep window from flopping in and out. You will have to remove door panels and rubber trim on top of window sill, install arm through existing slot and line up with existing hole in door panel. Drill 3/16" hole through aluminum support after determining exact length you need to keep window rolling up to proper distance. Use a rivet to attach this.

LIMITING WINDOW TRAVEL

Window travel must be limited on all convertible and tagra trucks. If you fail to do so, window will overcrank and will push up on window frame, and window will not seat against bow properly.

Full Size Chevy Example

Replace this bolt with slightly longer bolt, not to reach glass, and nut. Notch arm (1) if needed to adjust.

Chevy S-10 Example

Glue in place restrictor, a small rubber hose or piece of wood, to limit travel of window.

Tighten Location as Studs. Adjust Example

Install 1/4" bolt with nut where shown.

Narrow Window Frame Example

Drill a hole in inner door frame and install an acceptable length bolt and nut in position in front of sprocket to limit upward travel of window.

Mazda Example

Drill holes at "A" larger so you can control tilt of window. Install small block of wood at point indicated to restrict upward travel of window.
RATICAL SOFT TOP INSTALL

1. *THIS INSTALL ASSUMES YOU HAVE ALREADY FOLLOWED HARDTOP INSTALL AND ARE UPGRADING TO SOFT TOP. ALSO, YOU MUST HAVE CAB REINFORCEMENT BAR INSTALLED. IF YOU HAVE NOT DONE SO, PLEASE REFER TO HARD TOP INSTRUCTIONS FOR REMOVAL OF TOP AND HOW TO INSTALL REINFORCEMENT BAR BEFORE CONTINUING.*

   NOTE: READ THROUGH ALL INSTRUCTIONS THOROUGHLY BEFORE ATTEMPTING INSTALL ANY MODIFICATIONS MADE TO KIT, OR INSTALLATION BY UNQUALIFIED PERSON CAN RESULT IN POOR FITMENT, OR DAMAGE TO KIT AND VEHICLE.

2. BED OF TRUCK WILL NEED TO BE REMOVED FOR FITTING SNAPS AND TIGHTENING BOLTS PROPERLY. REMOVE SEATS, FLOOR COVERINGS, MATING, ETC., AND ALSO ANY INTERIOR TRIM PIECES.

3. ASSEMBLING BACK PORTION OF FRAME: PULL 3/4" TELESCOPING TUBE FROM TOP. HEIGHT ADJUSTMENT HOLES HAVE NOT BEEN DRILLED YET, THIS WILL BE ACCOMPLISHED IN FINAL STEPS. FRAME AS SHOWN IN ILLUSTRATION. POSITION ASSEMBLED BACK PORTION PRECISELY CENTERED TO REAR OF CAB, TAKING REFERENCE MEASUREMENTS FROM POINTS SUCH AS OUTER CAB WALL, PILLAR POSTS, ETC.

4. ATTACH LOWER SQUARE ALUMINUM FRAME TO REAR CAB WALL BY DRILLING 1/8" HOLES. USE METAL SCREWS TO ATTACH. YOU MUST SPACE OUT 1" FROM REAR CAB WALL USING CAB REINFORCEMENT BAR OF 1" SPACERS, WITH FRAME FULLY COLLAPSED, OBSERVE HOW MUCH OF FRAME RISES ABOVE REAR CAB WALL. IF YOU DESIRE TO LOWER FRAME FURTHER, FOLLOW STEPS IN INSERT BOX.

5. TIGHTEN BRACKETS, HOLDING SUPPORTS FIRMLY IN POSITION. SEAL AROUND BASE ON FLOOR WITH MARINE-TEX OR EPOXY AND HOLD FRAME TIGHTLY IN PLACE.

6. RAISE TELESCOPING FRAME TO APPROXIMATE INTENDED HEIGHT, USE TAPE TO HOLD IN PLACE. EXTEND HORIZONTAL SIDE ARMS TO FRONT WINDSHIELD. ADJUST HEIGHT OF FRAME UNTIL IT PARALLELS TOP OF DOOR GLASS AT HEIGHT APPROXIMATELY 1/2" ABOVE DOOR GLASS. TEMPORARILY TAPE IN PLACE. DRILL 1/4" HOLE IN MALE BOW AS INDICATED BY SMALL DEPRESSION IN PART, UNLESS PREVIOUSLY DRILLED. INSERT GUIDE PINS AT END OF HORIZONTAL ARMS INTO HOLES, TIGHTENING BOLTS PROPERLY. REMOVE SEATS, FLOOR COVERINGS, MATING, ETC., AND ALSO ANY INTERIOR TRIM PIECES.

7. ALLOW APPROXIMATELY 1/8" CLEARANCE BETWEEN LOWER PILLAR POST CAPS AND BOTTOM OF ARM. LINE VERTICAL ARM UP WITH REAR OF SIDE WINDOW, ALLOWING APPROXIMATELY 1/2" CLEARANCE. OPEN AND CLOSE DOORS WITH WINDOWS UP TO DOUBLE CHECK FOR PROPER CLEARANCES.

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

INSTALLING VERTICAL SIDE ARMS AT REAR OF WINDOW:

POSITIONING SIDE ARMS DETERMINE QUALITY OF INSTALL, TAKE 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.

NOTE: CHECK ALL ALIGNMENT AND MEASUREMENTS BEFORE PROCEEDING TO NEXT STEPS.

INSTALLING ALUMINUM LEADING EDGE "2" STRIP:

9. FIND CENTER OF ROOF AND CENTER OF ALUMINUM "2" STRIP. STANDING ON FLOORBOARD OF TRUCK, AND STARTING FROM CENTER OF ROOF, PLACE "2" STRIP ON TOP OF MALE BOW ON YOUR TRUCK. BE SURE PROPER EDGE IS FACING FORWARD, DRILL 1/8" HOLE AND INSTALL 1ST RIVET.

NOTE: ENDS OF ALUMINUM BOW CAN GO OVER RAIN GUTTER ON NARROW WINDOW FRAME MODELS AND SEALED WINDOW FRAMES, OR GUTTER CAN BE NOTCHED FORWARD 1/2" TO ALLOW RAG TOP TO BE PUT ON WITHOUT OBSTRUCTIONS. DO NOT TRIM ENDS OFF UNTIL YOU ARE ABSOLUTELY SURE OF WHERE YOU WANT TO TRIM.

10. "2" STRIP MUST BE NET IN 2 DIRECTIONS AT ONCE, DO NOT TRY TO PREBEND BEFORE YOU PUT IT ON ROOF. YOU MUST BEND PART TOWARDS YOU AND DOWN AT SAME TIME TO CONFORM TO ROOF CURVATURE. DO NOT USE A METAL HAMMER!!! IF ABSOLUTELY NECESSARY USE A RUBBER HAMMER, BUT UNLESS THE BEND IS SEVERE, YOU CAN BEND BY HAND. HOLES ARE PREDRILLED. IF YOU NEED MORE HOLES ON ENDS, DRILL AS NECESSARY. WHEN YOU GET TO ENDS JUST BEND TO CONFORM TO ANGLE OF ROOF ON END, TRIM EXCESS.

11. INSTALL 2ND RIVET, BENDING AND SHAPING TO FORM CURVATURE TO PLASTIC BOW, TAKE CARE NOT TO KINK BY BENDING TOO QUICKLY OR TO MUCH IN ONE POINT, APPLY EVEN PRESSURE. INSTALL 3RD RIVET, THEN 4TH, AND SO ON UNTIL BOW IS COMPLETELY BENT AND INSTALLED.

NOTE: IT IS VERY IMPORTANT YOU FOLLOW ALTERNATING SIDES AS SHOWN IN ILLUSTRATION TO KEEP STRIP FROM DISTORTING.

12. INSTALL SOFT TOP HOLD-UP BOWS IN NOTCHES IN CENTER SPAN BETWEEN HORIZONTAL ARMS. WITH TOP RAISED TO APPROPRIATE HEIGHT, DRAPE SOFT TOP INTO POSITION. TEMPORARILY TAPE IN PLACE. MEASURE DISTANCE TO FRONT "2" STRIP. MARK ALONG STRIP TO INDICATE WHERE RUBBER "J" CHANNEL IS ATTACHED. ADJUST HEIGHT OF REAR TELESCOPING TUBE UNTIL TOP IS AT ITS INTENDED HEIGHT, AGAIN TAPE IN PLACE TEMPORARILY.
**RATICAL SOFT TOP INSTALL**

13. DUE TO DIFFERENCES IN CUTS FROM TRUCK TO TRUCK, WE ADVISE TAKING TOP AND TRUCK TO TRIM SHOP FOR THIS PORTION OF INSTALL, IT IS ALSO RECOMMENDED THEY MAKE ANY MINOR ADJUSTMENTS NECESSARY.

NOTE: THIS NEXT STEP DETERMINES HOW WELL YOUR TOP WILL FIT, WE NO LONGER INSTALL SNAPS TO TOPS AT FACTORY SO YOU MAY POSITION THEM PRECISELY TO YOUR CUTS. INSTALL SNAP WITH SNAP SETTING TOOL AVAILABLE AT A SEWING STORE OR TRIM SHOP. SNAPS SHOULD BE INSTALLED JUST UNDER REAR CAB WALL COVER. IF NECESSARY TO INSTALL ON WALL COVER, BE SURE ADEQUATE MARINE TEK EPOXY HAS BEEN USED TO FILL ANY CAVITIES SO SNAP SCREW HAS SOLID AREA TO ATTACH.

14. MARK SNAP PLACEMENT ALONG REAR CAB WALL EVENLY EVERY 4" TO 6", DEPENDING ON CAB WIDTH. BE SURE LINE IS PARALLEL TO REAR CAB AND BED LEVEL, AFTER THIS MAKE ADJUSTMENT TO TOP AND FRAME SO TOP IS IN COMPLETE ALIGNMENT.

15. USE CLOTH TOP TO ENSURE HOLES ARE AT PROPER HEIGHT, DRILL 1/16" HOLES WHERE MARKED ON CAB. INSTALL SNAPS USING SMALL-HEADED SHEET METAL SCREWS INTO CAB. MAKE SURE TOP IS IN COMPLETE ALIGNMENT, WITH WINDOWS OPENING AND CLOSING FREELY AND ALL SEAMS PROPERLY LINED UP. MAKE ANY ADJUSTMENTS NECESSARY TO FRAME BEFORE SECURING ANYTHING IN PLACE.

**DRILLING LOCK HOLE IN TELESCOPING TUBE**

16. MAKE SURE TOP IS PROPERLY AND SNUGLY IN POSITION, THEN DRILL 1/4" HOLES THROUGH EXISTING HOLE IN LARGER 7/8" TUBE. INSERT SPRING SNAP USING FLAT-HEAD SCREW DRIVER TO POSITION. (MORE THAN 1 HOLE IS OK IF NEEDED) INSERT REAR CORNER EXTENSIONS, DRILL 1/4" LOCATOR HOLES (OPTIONAL).

17. INSTALL SIDE ARM LOCATOR PINS.

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

FINAL CHECK ALL AREAS.

CHECK FOR ANY SHARP EDGES THAT WILL CAUSE PREMATURE WEAR, TRIM METAL IF NECESSARY TO CORRECT, OR INSTALL ADHESIVE FOAM, FRAME AND SOFT TOP CAN NOT FIT ANY BETTER THAN YOUR CUTS ALLOW, THOUGH ADJUSTMENTS CAN BE MADE ON ALMOST ANY PORTION OF FRAME, WHETHER UP, DOWN, IN OR OUT. THIS SHOULD COMPENSATE FOR MOST VARIANCES.

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**ROOF CUTTING GUIDE**

SET COMPASS AND Scribe LINES AT CENTER OF ROOF AND CONTINUING TO POINT WINDSHIELD MOULDING STARTS TO CURVE AWAY. Scribe SECOND LINE 3/8" BEHIND 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 CUT LINE FOR HOT TOP STYLE BOW HAS BEEN CHANGED TO BE SAME AS RATICUL CUT LINE. IF YOU ARE UPGRADING OR REPLACING OLD PARTS ON A HOT TOP OR OTHER STYLE KIT, YOU MAY EXPERIENCE SOME DIFFERENCES IN FIT AND YOU MAY HAVE TO MODIFY 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 EITHER BE ONE OR THE OTHER, MEASUREMENT IS MADE FROM REAR TOP OF DOOR FRAME DOWN FOR MEASUREMENT (B), OR FROM WINDOW SILL METAL UP FOR LOWER REAR WINDOW STUB MEASUREMENT (C).

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<th>YEAR</th>
<th>RATICAL OR HOTTOP</th>
<th>FRONT WINDOW FRAME CUT</th>
<th>REAR LOWER WINDOW CUT</th>
<th>WINDOW STUB</th>
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(A) FROM REAR OF DOOR FRAME FORWARD
(B) FROM TOP OF DOOR FRAME DOWN
(C) FROM WINDOW SILL METAL UP
** UP FROM TOP OF DOOR HANDLE

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