

## Mounting the Hardtop

### - Preparation

Untape the rear window and clean away the tape surround. This will require some work. The rear window is one of the last items that go back on. Once removing the window, you will see 3 holes; these are the rear anchor points.

#### **STEP 1**

Remove the two female locks from the top of the windscreen frame by pulling back the lining so as to access the hidden screws. They are hex bolts. Keep the bolts as you will re-use these to mount the new female locks.

Mount the female locks using 2x gold colored 14x6 washers and reusing the bolts.



When complete, and to show the orientation of the female lock:



## **STEP 2**

Fix the two male locks inside the hard top using the hex bolts and washers. Be sure to note that LEFT refers to the drivers' side and RIGHT refers to the passenger side, unless you are in the UK. I did have a washer for the top left bolt, just not pictured.



## **STEP 3**

Use the longer single sided taped gasket to go around the back of the top. The shorter one is used in the front. You will probably have 1-2" hanging out on the top, and in the rear, it fits almost perfectly. You will notice that there are "lumps" in the longer gasket that fit around indents in the perimeter of the hard top. This is helpful in guiding the placement of this gasket.



I found that both gaskets go on the farthest possible ridge on the hard top. In the front section, there is a secondary ridge that is closer to the rear of the car, but put it on the outer most edge.

#### **STEP 4**

Use the two 3” strips pictured below on the right and place them above the female locks \*Note: I lost those two pieces and used door sealing gaskets instead. I found after driving with the top on that the metal-on-Fiberglass-on-Metal makes a lot of creaking sounds. I put additional gaskets along the top of the female locks, as well as a liberal amount at the Seatbelt pillar connection point. Make sure you put some on the flat surface as well as the upward part nearest the front of the car. I used “thin gap” door gasket tape I bought at Ace for \$7.99. Creaking noise has been reduced significantly.\*



#### **STEP 5**

Put the hard top on. At this point, there should be 4 connecting points – the front two male/female locks and the two screw attachment points in the pillars.

Turning the male/female front lock requires a fair amount of arm strength as it not only locks the top, it actually pulls it down and into place. Ensure that you have the female lock correctly positioned LEFT or RIGHT. The male lock only fits one way given the pre-drilled holes on the hard top. It does not look intuitive how the male/female locks connect, but it ends up working.

#### **STEP 6**

You can now affix the bolts pictured below with washers onto the pillar area by the seatbelt. These should fit easily. Do not screw in completely as you will still need to affix the rear anchor points; just make sure that everything lines up and the bolts go in.



### **STEP 7**

Now you must secure the three rear anchor points. The three “bent” L shape brackets are where these bolts ultimately connect to. In the soft top removal, you may have left the original brackets, which are bolted onto 2 threaded studs that are welded onto the body. Remove those, and place the “bent” L brackets in their place. The one with no angle fits in the center, and the other two match the curvature of the hard top (e.g. the one on the right, passenger, side angles to the right).

Re-using the nuts from the soft top brackets, bolt all three in in the same place. If they didn't send you the wrong brackets (as they did me) the hard top should just fall into place.



When complete:



### **STEP 8**

There are 3 bolts with a tapered attachment that fits perfectly into the three holes beneath the rear window cut-out. You can (SHOULD) glue, using super glue, these bolts into their groove as once you place the rear window in, you won't be able to access them anymore unless you cut the window out. The bolt is pictured just to the right of the three "bent" L brackets in the photo showing all the screws, washers, and bolts that remain after installing the male/female and pillar sections. HOWEVER, do not glue the bolt in, until you have already matched up the bracket to the bolt and hand tightened.

You can also adjust the height of the brackets using washers or other such instruments. I had to re-bend mine because the connecting threaded studs were not very long.

Your hard top should now be secured.

### **STEP 9**

Before putting your two side windows in, install this on the outside along the rim. There should be 4 or 5 screw points. Use the provided screws directly into the hard top.



### **STEP 10**

You have to take off the long and short parts of the convertible top (peel back a rubber cover from the aluminum bottom to reveal screws on your soft top. Unscrew and remove. You now have to stick these onto the edges of the window frame on the hard top.



*Rear view of the window gasket. The front side has the metal bar sandwiched between the fiberglass and the short part of the window gasket removed from the convertible top (see picture below)*

The vertical part compresses one of the two included metal (about 12" with 4 holes) supports. Guide the threaded studs (similar to the ones found in the rear where you bolted the back anchors) through the metal support and then through the provided holes in the vertical section of the window cutout. You will use the small nuts (or re-use the ones provided with your soft top) with a washer.



Now you can put the top section in. There are 4 holes where you screw this part directly into the plastic of the hard top. I asked if that was truly the case, and it is. I have not done this yet, but I want to find a better solution (potentially using some of the enclosed metal brackets (top right in the parts picture, in brass) as I haven't found where those go, and I dislike the idea of metal into plastic.

That part fits at the top of the window opening shown in the picture above.

The below is installed using Velcro or double sided tape.



**Other Notes/Observations:**

I would recommend getting a professional to put the windows in. The two back windows can be put in using the string method, but it requires a fair amount of arm strength and certainly one or two people pushing the window in to get it.

For the main back window, we used a sticky tape (similar to what you would use to patch a punctured tire) that is made specifically for installing windows. Additionally, we put in a sticky puddly around that to ensure a great seal and also waterproofing. This was put underneath the window gasket.

Actually putting the rear window in was very tricky because the gasket is BARELY large enough for the space, meaning that you have to get it down to millimeter precision otherwise it's going to be bad. This is why I recommend a professional. **\*D.Moris could have made the gasket slightly larger to accommodate the size and give you some extra space to work with\***