



Photograph 44

- g. Position front plate. When fitting plates in hooding material ensure that where cables enter the plates they fit snugly up to the ends of the stitching.

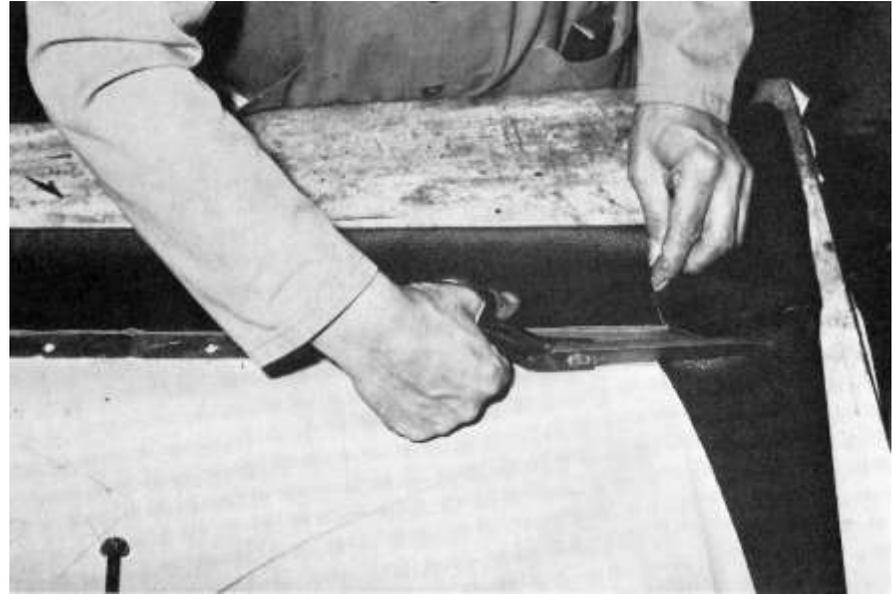
Photograph 45.



Photograph 45

h. Turn hooding over front plate and stick in place.

Photograph 46



Photograph 46

i. Cut off surplus material along rear edge of place.

Photograph 47



Photograph 47

j. Cut surplus material away from corners.

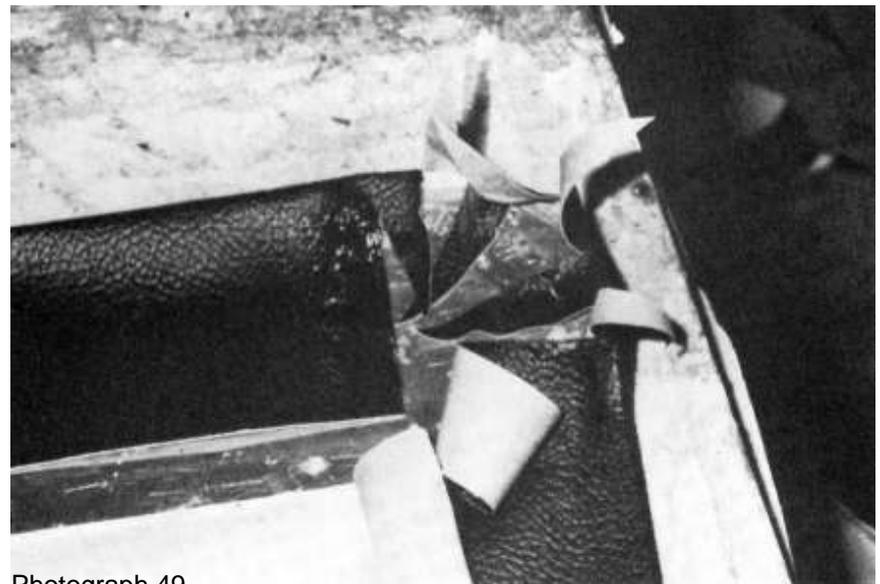
Photograph 48



Photograph 48

k. Make 'V' cuts in front corners.

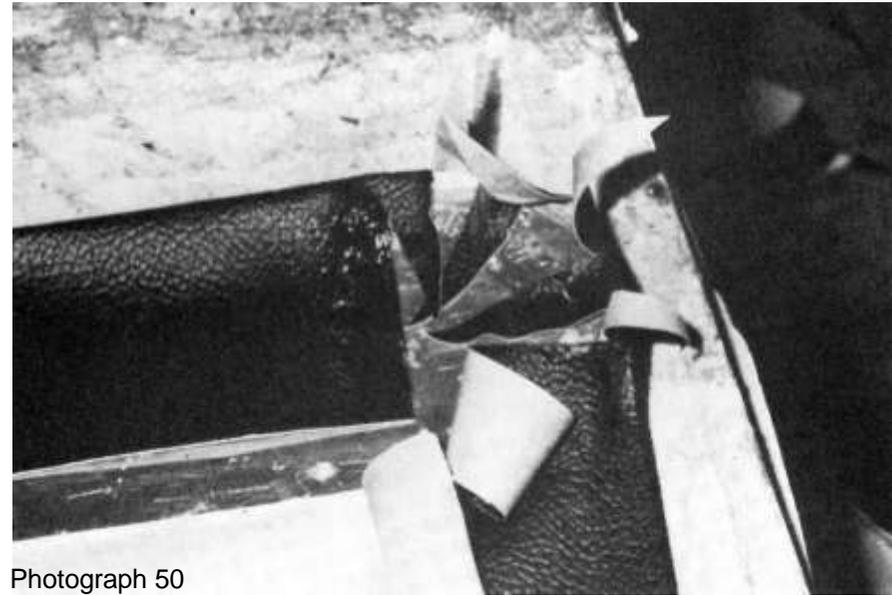
Photograph 49



Photograph 49

- I. Press material cut in 'V' pattern over claws, then flatten all claws except one in the middle and each end one. Make a neat patch to cover this area, apply adhesive, stick in place over the remaining three claws, and flatten these claws.

Photograph 50.



Photograph 50

- m. Pass cables through guides in back plate. This may be facilitated by easing entry to guides with a suitable spike or garnish-awl.

Photograph 51



Photograph 51

- n. Apply adhesive to underside of back plate and hooding material; stick down in place and trim off excess.

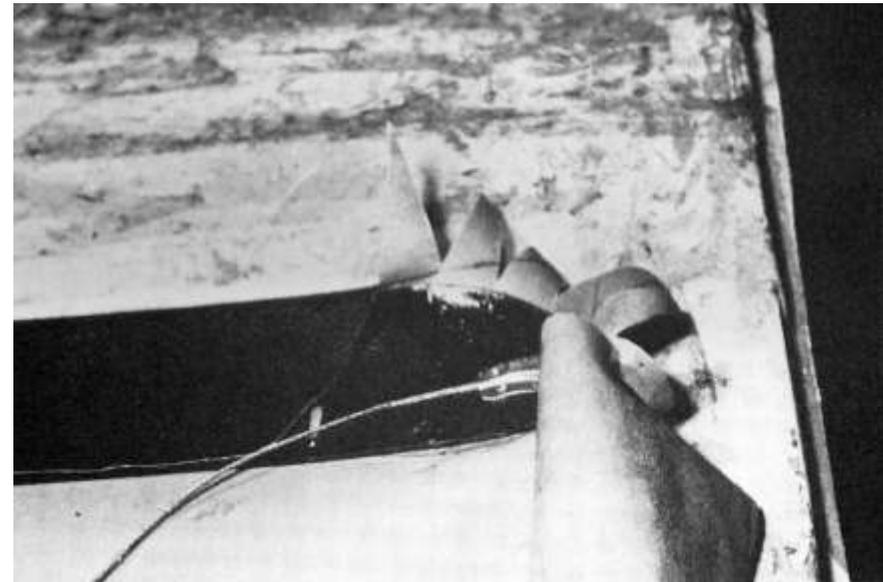
Photograph 52



Photograph 52

- o. Make 'V' cuts in rear corners, as at front. Apply adhesive and stick down. Make patches as before remembering to provide holes for cable exit.

Photograph 53



Photograph 53

- p. Cramp pads on both sides of both plates with welding cramps, and leave in position until adhesive has finally stuck.

Photographs 54 & 55

- q. Using vinyl off-cuts, make strips to attach edge of hooding return to centre of each spacer, forming a loop to be fastened with a press-stud. Measurements for these can be taken from the slide lining when assembled. Fasten to hooding return, using male portion of press-stud. Attach female portion to the free end.

Photographs 56

- r. Certain cars are prone to wind drumming with the sun roof closed. This can be alleviated to a great extent by sticking a layer of Lintafoam to the underside of the hooding. This should be done at this stage.



Photograph 55



Photograph 54



Photograph 56

6. ASSEMBLING INTERNAL SLIDING PARTS

- a. Remove trim plates and cones from the locking bar assembly; coat underside and front face of locking bar with adhesive, and cover with a layer of Lintafoam.

Photograph 57.



Photograph 57

- b. Insert rising hoodsticks through list pockets on slide lining.

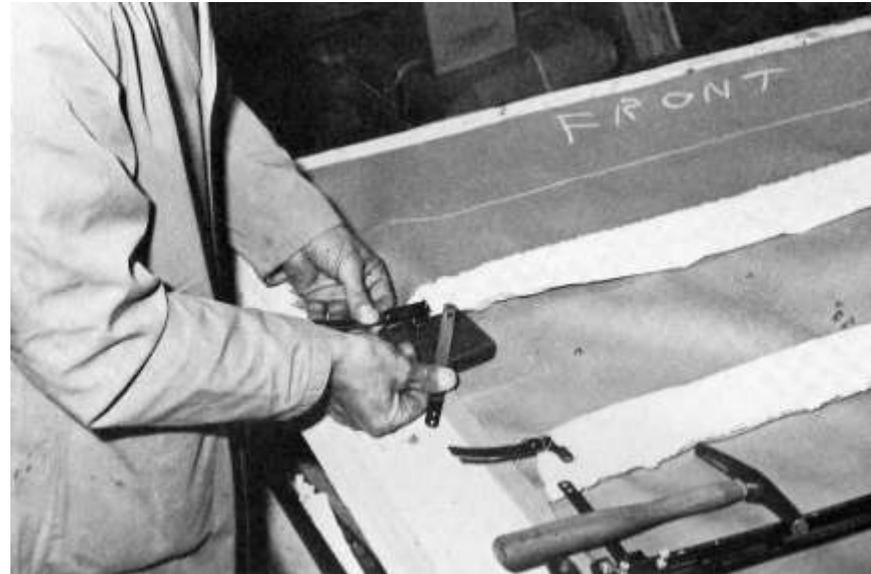
Photograph 58



Photograph 58

- c. Fix T-spacers to sliding hoodsticks and rivet to rising hoodsticks. (Do not attach spacers bar at this stage). Cap ends of sliding and rising hoodsticks with plastic end covers, using a little adhesive.

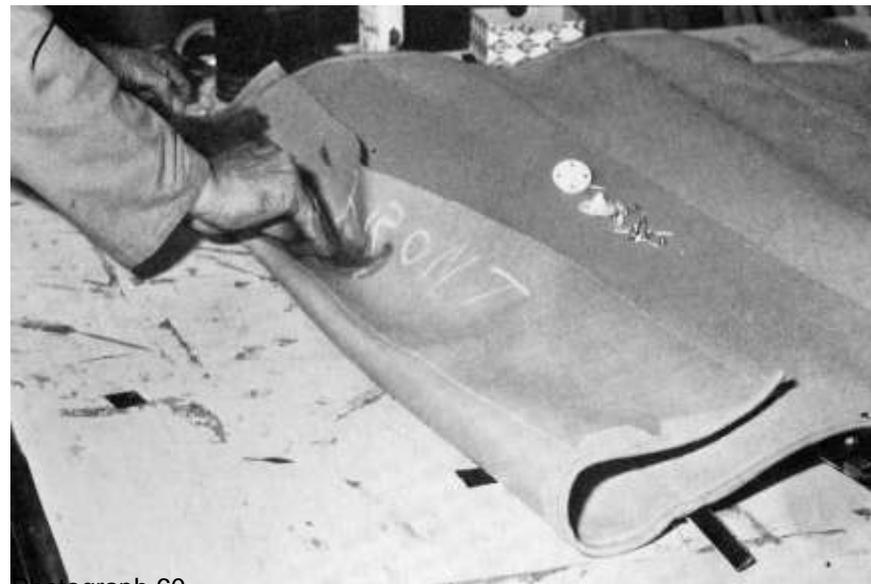
Photograph 59.



Photograph 59

- d. Apply adhesive to front part of slide lining, ready to stick to locking bar. Line marked on slide lining indicated rear edge of locking bar.

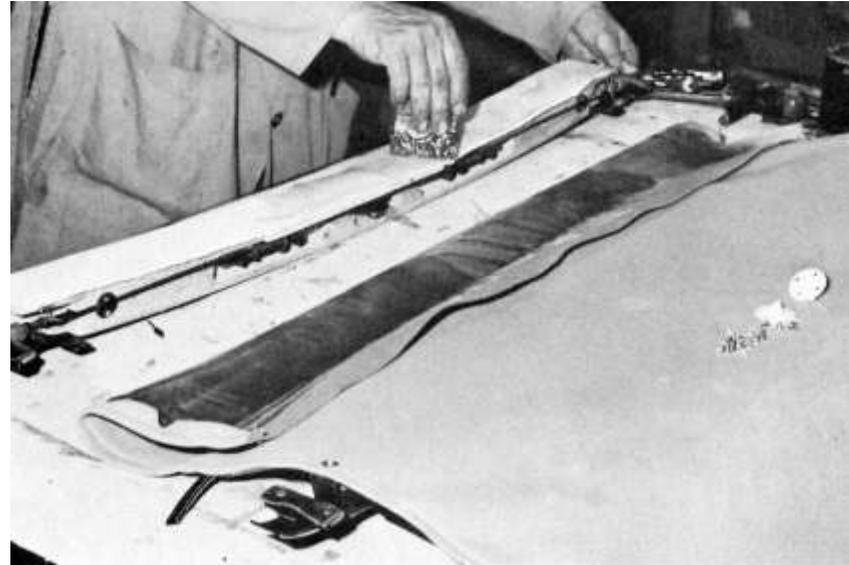
Photograph 60



Photograph 60

- e. Coat front and underside of locking bar with adhesive ready to stick lining.

Photograph 61



Photograph 61

- f. Stick front end of slide lining to locking bar. Refit recessed handle escutcheon and cones. Fix edge of lining material neatly round ends of locking bar, using small gimp pins.

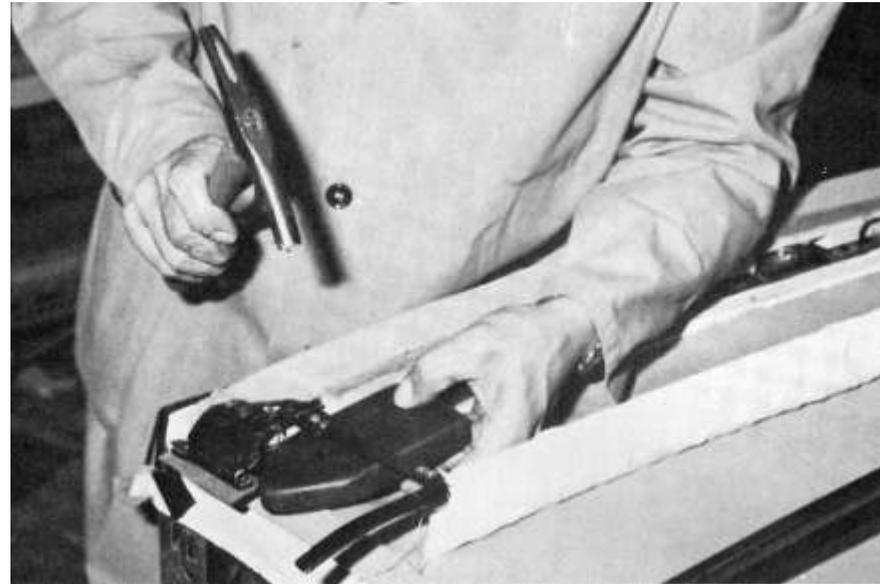
Photograph 62



Photograph 62

- g. Rivet spacers to locking bar when the slide lining has been attached as above. Angle front spacers slightly upwards towards the rear.

Photograph 63



Photograph 63

- h. Insert completed sliding assembly into the channels; this portion is now ready to install in the car. Ensure that the leather feet are not puckered as this will impede sliding.

Photograph 64

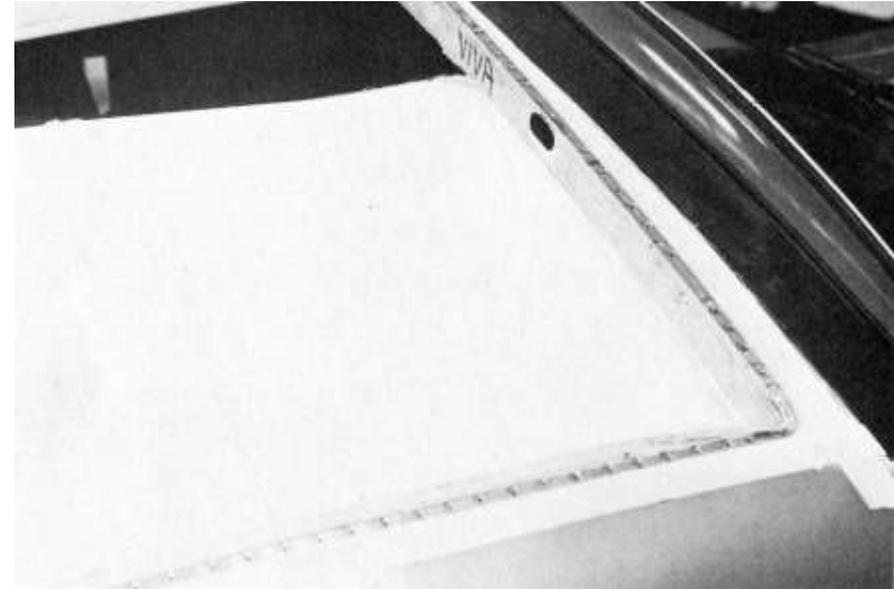


Photograph 64

7. RETRIMMING THE HEADLINING

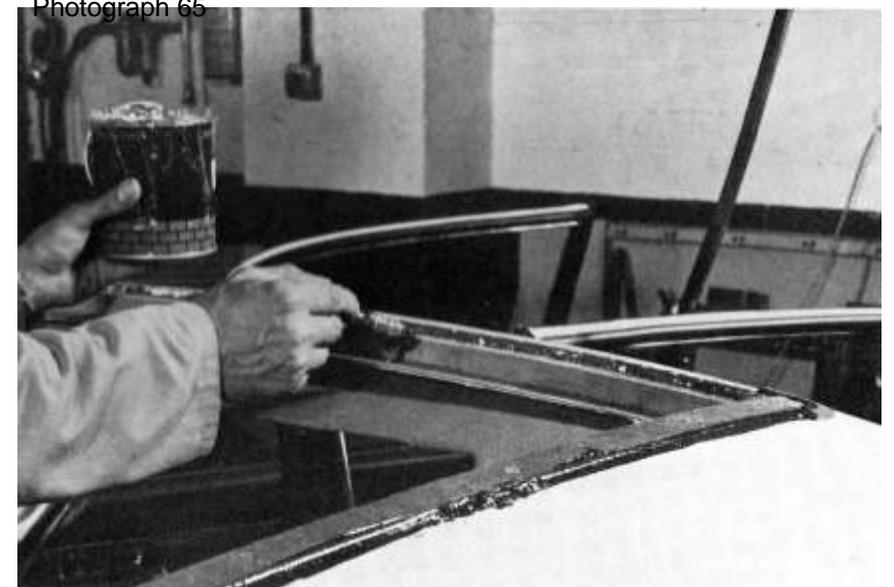
- a. Replace headlining in position in the car, and replace any grab handles, sun visors, interior lights, etc. It is worth checking at this stage that the interior lights are working; for this purpose the battery may be temporarily reconnected. Bear in mind that lights which have had to be relocated may need re-earthing.

Photograph 65



- b. Cut out centre section of headlining, leaving enough material to turn round the frame. Apply adhesive to the frame and headlining. When a foam-backed nylon headlining is used, it is not necessary to apply adhesive to it: adhesive on the frame is sufficient.

Photograph 66



Photograph 66

- c. Stick small off-cuts of headlining material in the corners of the frame. (Where lining is cut diagonally to the corner, the frame and trim-boards are left uncovered).

Photograph 67



Photograph 67

- d. Stick headlining round frame, making sure that it is tensioned cleanly and without wrinkles, and that it fits closely in the corners between the trim-boards and the vertical faces of the frame. With some plastic headlining materials the cautious used of an electric bowl-type heater can help to soften the material and ease the removal of wrinkles. Trim off surplus material level with the car roof panel.

Photograph 68



Photograph 68

- e. Apply adhesive to vertical face of headlining on front bar, ready for "roll" to be positioned.

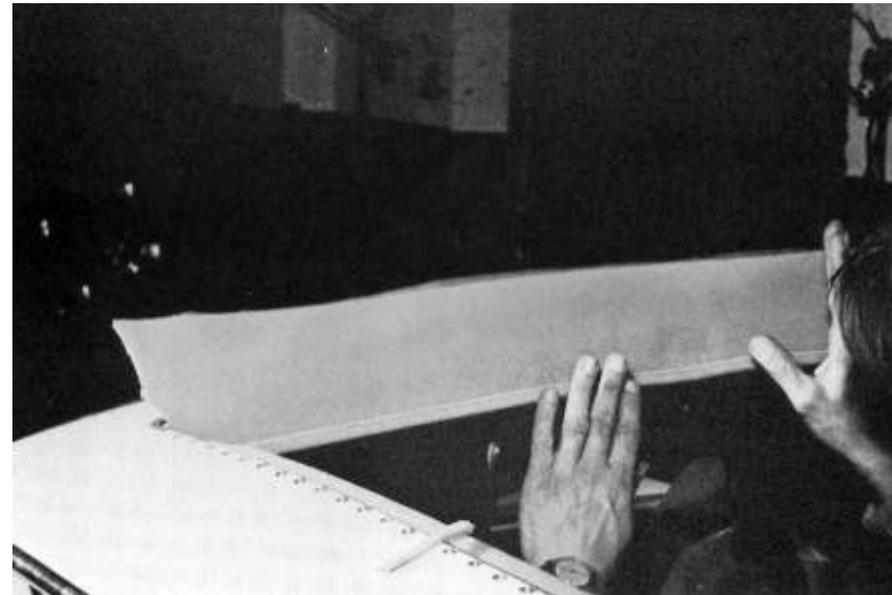
Photograph 69



Photograph 69

- f. Stick "roll" in position, ensuring that the rubber piped edge fits snugly below the line of the locking bar when closed, then refit the cups and anchor plate.

Photograph 70



Photograph 70

8. COMPLETING THE INSTALLATION

- a. Stick a piece of sealing rubber of 12mm x 6mm cross-section on roof panel round each rear corner so that its front end will be clamped by the rear channel screw, and the rear will run 50mm behind hardboard strip.
- b. Cut one strip of plastic piping, the length being the total of the front finishers plus the two channels; stretch this piping across the front of the aperture, sandwich it under the finishers, and screw the finishers in place, ensuring that the piping forms a snug fit to the front edge of the finishers.

Photograph 71



Photograph 71

- c. Place channels and sliding assembly together in position on the car. Stretch the piping with one hand whilst sandwiching it under the outer edges of the channels, and screw the channels down.

Photograph 72



Photograph 72

- d. Apply mastic sealing paste behind rear edge of hardboard strip between the rubber strips.

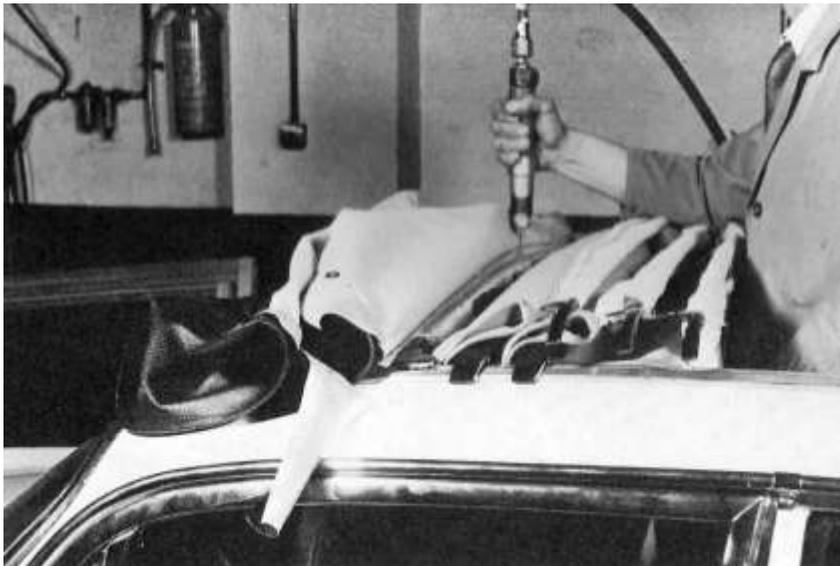
Photographs 67 & 73

- e. To fit the top cover, first screw the front plate to the locking bar. (Photograph 74). Screw the back plate in position; the elongated holes allow forward and backward movement for tensioning the top; use one screw each side initially for adjustment then having established correct tension fasten the back plate with a screw in each hole.

Photograph 75



Photograph 73

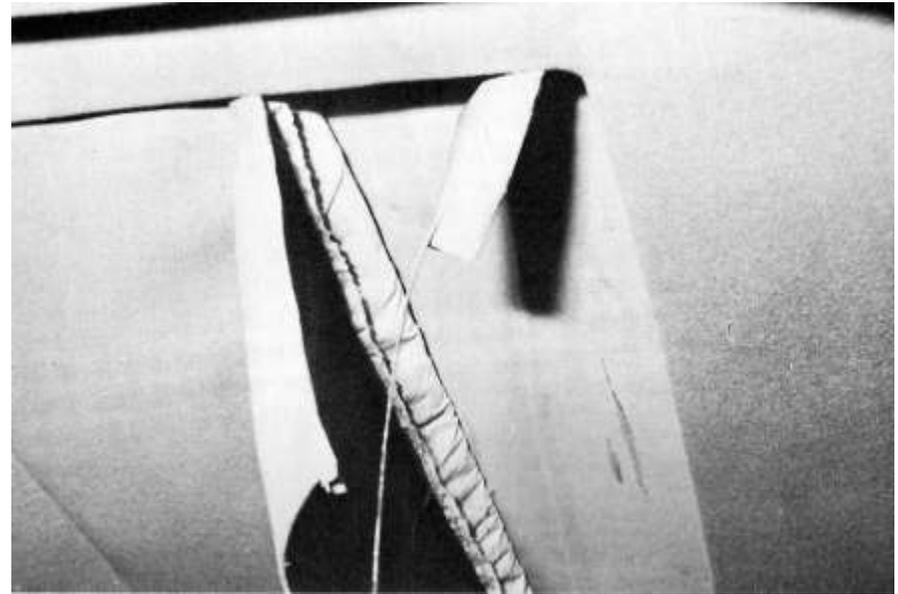


34 Photograph 74



Photograph 75

- f. Hang cables down inside the car. Shut the roof to put tension on the cables, then open to allow further tension to be applied. Fix each cable to the back bar of the frame with 25mm wire nails and knock them home. If more tension is needed use an additional nail to take up the slack of the cable. Close and lock the roof, and test the tension on the cables. Cut off surplus cable.
- g. With the roof locked shut, strain the slide lining towards the rear of the car. Where it meets the rear frame trimboard, chalk mark the inside face of the slide lining on both sides. Hold a plywood fillet back from this mark, i.e. to the back bar less an allowance for stretch in the lining, so that when it is attached and in the closed position it will pull out without wrinkles. Apply adhesive to the ply fillet and to the lining and stick the fillet to the lining, and stick the fillet to the lining; cut off surplus material. Open the roof, hold the ply fillet to the back bar, and fix with blind panel pins through the slide lining, positioning these pins as low as practical on the vertical face. Pull the slide lining fabric clear of the panel pin heads. The panel pin holes in the fabric will be concealed by the rear trimboard.
- h. Close and lock the roof; mark with chalk the positions of the sliding and rising hoodsticks on the edge of the top cover. Then open the roof and transfer these marks to the return of the hooding material. Measure 7y0mm inboard from the outside edge and cut slits in the return, approximately 40mm long and running fore and aft. Insert the sliding and rising hoodsticks in these slits; the sticks thus keep the top in shape. Pass the loops round the spacers, and fasten the press-studs.



Photograph 76

9. OPTIONAL EQUIPMENT

- a. Aerofoil: When fitting the aerofoil, the hinges should be screwed in position when fitting the front finishers as described in section 8(b). The blades are inserted into the hinges by gently bending sufficiently to allow their ends to slot into the sides of the hinges. It is helpful to chamfer the upper edges of the blades to prevent them catching on the hooding material on the underside of the front plate.
- a. Wind Deflector: If a wind deflector is supplied, screw its hinges to the underside of the front bar. Ensure that the rear edge seats well up to the slide lining to ensure maximum head room; this can be adjusted by inserting 5 mm flat washers under the front screw of each hinge unit.



Photograph 77

10. FINISHING OFF THE CONVERSION

- a. Clean the car thoroughly, inside and out.
- b. Replace all the seats, carpets and any other items removed in section 1(a).
- c. Check that interior lights are working properly.
- d. Check roof for ease of operation, soak the leather feet with light oil and operate the roof several times. Wipe off any surplus oil from the channels and elsewhere to avoid staining the headlining.
- e. Complete an "Instructions and Warranty" card and tie it to a suitable point inside the car, such as the gear lever, or the steering column.



Photograph 78

11, MAINTENANCE

- a. Within the first month the polished alloy side channels should be cleaned with cotton wool dampened with lighter fuel until the metal is bright and shining. The leather feet should then be thoroughly oiled with a light grade sewing machine oil. The roof should then be worked backwards and forwards to distribute the oil, and any surplus oil removed from the channels to avoid staining the headlining. This procedure should be repeated whenever stiffness in operation becomes apparent.
- b. External hooding material is a PVC coated canvas and should not be cleaned with a detergent or polished with linseed or other oils. The material is hard wearing, will not crack, and will give long service. When badly soiled to the point where the dirt has entered the grain so that it cannot be removed with chamois leather and water, a soft brush and luke warm soapy water or one of the proprietary PVC cleaners should be used. A proprietary PVC preservative dressing may be used to preserve appearance and prolong the life of the stitching.
- c. The locking mechanism may be a little stiff to operate when new but this is perfectly normal. The external hooding, the internal headlining and the stainless steel cables which run through the edge of the roof, are all subject to a degree of initial stretch. They are, therefore, deliberately installed under tension to allow for this stretch.