

## 1958 CHEVROLET IMPALA

## 1958 PONTIAC BONNEVILLE, CHIEFTAIN

**WE RECOMMEND PROFESSIONAL INSTALLATION.  
PLEASE READ THE INFORMATION PROVIDED CAREFULLY.  
BEYOND THESE GUIDES WE CANNOT OFFER INSTALLATION ASSISTANCE IF THE OLD TOP  
AND WINDOW HAVE BEEN REMOVED AND ARE NO LONGER AVAILABLE FOR REFERENCE.**

### ***IMPORTANT !*** ***REMINDER - Signature upon delivery is required*** **OPEN IMMEDIATELY UPON RECEIPT -**

**Examine immediately upon delivery to be sure you have received the correct items for your car.  
Remove from packing + lay flat to prevent wrinkles if not being installed for 30 days or more.  
No claims for missing parts after 3 days from time of delivery.  
No claims for incorrect parts after 30 days from time of delivery.**

**PLEASE NOTE:** Almost all convertible materials have a **BLACK underside** - when folded in a box, the black underside is what will be seen, not the outer color that you have ordered. Before registering a complaint for receiving the "wrong color" or "wrong item", please carefully remove the contents from the box and unfold. We mark all of our tops with **WHITE** pencil along the underside of the **FRONT** edge, as well as along the underside of the **BOTTOM** edge of the glass. Locate those numbers - we will need the numbers written in those areas to verify you have received the wrong items. Otherwise, we will need photos of the outer face of the material emailed to us.

**NO CREDIT** will be issued for any for incorrect item, marks or visible defect on which installation has been started or marked.

### **WE STRONGLY RECOMMEND PROFESSIONAL INSTALLATION.**

**DO NOT USE OTHER COMPANYS REAR BOW HEIGHT MEASUREMENTS FOR OUR PRODUCTS**

**WE ARE NOT RESPONSIBLE FOR ISSUES CAUSED TOP FRAME ISSUES OR OTHER ISSUES CAUSED BY  
INEXPERIENCED INSTALLERS AND/OR IMPROPER INSTALLATION.**

**INABILITY TO PROPERLY INSTALL THIS ITEM DOES NOT CONSTITUTE "DEFECTIVE PRODUCT"**

**TOP FRAMES ARE EXPOSED TO TREMENDOUS WEAR AND TEAR OVER THE YEARS. DUE TO AGE AND CONDITION  
OF YOUR TOP FRAME, THERE ARE TOO MANY VARIABLES WHICH NOVICE INSTALLERS MAY NOT BE AWARE OF  
OR ABLE TO RECOGNIZE WHAT IS OR ISN'T A PROBLEM.**

**TOP FRAME MAY FOLD UP/DOWN BUT CAN BE OUT OF ALIGNMENT.**

**BUSHINGS AT PIVOT POINTS COULD BE WORN, ETC.**

**SIDE WINDOWS MAY HAVE BEEN ADJUSTED TO RISE HIGHER AGAINST WORN RUBBER WEATHER SEALS.**

**SIDE TENSION CABLES (IF ORIGINALLY EQUIPPED) ARE REQUIRED TO KEEP THE DECK TAUT SIDE TO SIDE,  
AGAINST THE FRAME AT HIGHWAY SPEEDS TO PREVENT BALLOONING. REPLACE IF RUSTED OR KINKED.**

**PADS SHOULD BE CHANGED WHENEVER THE TOP IS CHANGED.**

**QUARTER PADS (IF ORIGINALLY EQUIPPED) MUST BE INSTALLED - OFTEN THEY ARE MISSING. QUARTER PADS  
HELP SUPPORT THE CURVATURE OF THE REAR QUARTERS - DIFFICULT TO ELIMINATE SIDE QUARTER WRINKLES  
MAY RESULT WITHOUT THESE PADS.**

**SAVE ALL PARTS REMOVED TO REFER BACK TO AS NECESSARY.**

**GO SLOW - MEASURE TWICE, CUT ONCE.**

**MANY ISSUES REQUIRE "EYES ON" AND CANNOT BE ADEQUATELY ADDRESSED OVER THE PHONE OR PHOTOS.**

**WE CAN PROVIDE MINOR ASSISTANCE ONLY.**

**ALL OF OUR PRODUCTS ARE CUT TO BE "MIRROR IMAGE" WHEN FOLDED OVER.**

**WHEN CENTERED PROPERLY EACH SIDE SHOULD HAVE EQUAL APPEARANCE.**

**DO NOT UNDERESTIMATE THE NEED FOR THESE ITEMS TO BE PROPERLY CENTERED DURING INSTALLATION**  
**IF THERE IS A FIT ISSUE ON ONE SIDE BUT NOT THE OTHER – THERE COULD BE A FRAME PROBLEM, OR THE**  
**PART IS NOT PROPERLY CENTERED OR POSITIONED –**

**\* \* \* \* \* YOU MUST TROUBLESHOOT AND START OVER \* \* \* \* \***

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## **PROCEDURES MOST PROFESSIONAL CONVERTIBLE TOP INSTALLERS FOLLOW**

**(TYPICAL INSTALLATION IS UP TO 8 HOURS WITHOUT MAJOR REPAIRS)**  
**(ANTICIPATE LABOR RATES EQUAL TO YOUR AREA DEALER SERVICE CENTERS)**

- 1. CHECK CURRENT CONVERTIBLE TOP ON THE CAR FOR EVIDENCE OF POSSIBLE WEAR, ABRASION, ALIGNMENT ISSUES. CHECK CLEARANCE ISSUES AT THE SIDE BODYLINE MOLDING, MAKING SURE ADEQUATE CLEARANCE BETWEEN TOP FRAME AND BODY MOLDING**
- 2. WITH THE CUSTOMER WATCHING, OPERATE THE TOP FRAME UP AND DOWN SEVERAL TIMES TO BE SURE IT IS FUNCTIONAL WITH NO ALIGNMENT OR BINDING ISSUES, AND FOLDS UP AND DOWN COMPLETELY WITHOUT EFFORT**
- 3. MAKE NOTE OF THE CURRENT BOW HEIGHT AND CHECK IF EQUAL TO OUR REQUIREMENTS. IF THE CURRENT BOW HEIGHT IS EQUAL TO OURS – YOU MAY USE THE OLD WINDOW AS A MOUNTING TEMPLATE – OVERLAY THE OLD UNIT ON TOP AND TRANSFER THE MOUNTING MARKS. **DO NOT USE OTHER COMPANYS REAR BOW HEIGHT MEASUREMENTS FOR OUR PRODUCTS.****
- 4. STARTING AT THE FRONT HEADER, CAREFULLY REMOVE THE TOP WORKING TOWARDS THE BACK – TAKE PICTURES AT EVERY STEP**
- 5. REMOVE THE WIREON TRIM STRIP ABOVE THE REAR WINDOW, PLUS STAPLES HOLDING THE TOP TO THE REAR BOW**
- 6. UNBOLT THE TRIM STICK (BEHIND THE REAR SEAT BELOW THE BODY LINE, REMOVE STAPLES HOLDING THE TOP AND WINDOW ON THE TRIM STICK. REMOVE THE OLD TOP AND WINDOW AND SET ASIDE FOR REFERENCE.**
- 7. CLEAN THE TOP FRAME, LUBRICATE ALL PIVOT POINTS AND OPERATE THE TOP FRAME UP AND DOWN. MAKE NOTES OF ANY BINDING OR MISALIGNMENT ISSUES.MAKE ADJUSTMENTS OR REPAIRS AS NECESSARY.**
- 8. CHECK AND ADJUST SIDE WINDOWS, ESPECIALLY WHEN INSTALLING NEW RUBBER WEATHERSEALS. THE WINDOWS COULD HAVE BEEN ADJUSTED PREVIOUSLY TO RISE HIGHER TO SEAL AGAINST WORN WEATHERSTRIPPING. (THE WINDOW MUST BE ADJUSTED PROPERLY TO PREVENT HITTING THE SIDES OF THE TOP.)**
- 9. INSTALL UPPER PADS MAKING SURE THE REAR BOW HEIGHT IS CORRECT AS REQUIRED.**
- 10. CHECK TOP ON FRAME – INSTALL SIDE TENSION CABLES TO CHECK SIDE TO SIDE FIT OF TOP ACROSS THE DECK – DO NOT MARK, STAPLE OR CUT TOP. PULL TOP INTO APPROXIMATE POSITION.**
- 11. FASTEN WINDOW TO BOTTOM TRIM STICKS FIRST. WHEN PULLING AROUND THE CURVE OF THE TRIM STICK – PULL FIRMLY, NOT AGGRESSIVELY. ATTACH QUARTER PADS (**AS ORIGINALLY INSTALLED**) AND PULL THE WINDOW CURTAIN UP TO THE REAR BOW. RECHECK BOW HEIGHT, MAKE ADJUSTMENTS TO WINDOW AS NECESSARY. **WHEN INSTALLING GLASS WINDOWS, IT IS EXTREMELY IMPORTANT TO MAKE SURE THE TOP FRAME LAYS FLATLY AS INTENDED, AND THE GLASS CLEARS ALL OBSTACLES WHILE****

**FOLDING DOWN THE FRAME. BEFORE INSTALLING THE TOP OVER THE GLASS, OPERATE THE TOP FRAME UP AND DOWN SLOWLY SEVERAL TIMES TO CHECK CLEARANCE AND FRAME FUNCTIONALITY**

- 12. UNBOLT WINDOW, FASTEN TOP TO TRIM STICKS. WHEN PULLING AROUND THE CURVE OF THE TRIM STICK – PULL FIRMLY, NOT AGGRESSIVELY, AND BOLT IN.**
- 13. PULL TOP INTO POSITION, TAKING CARE WHEN PULLING TOP OVER THE REAR BOW (ABOVE WINDOW)**
- 14. PULL TOP FORWARD TO BRING THE REAR VALANCE (ABOVE THE WINDOW) INTO APPROPRIATE POSITION. ONE STAPLE ON EACH DECK SEAM, ALIGNED ON THE REAR BOW IN THE PROPER POSITION FOR THE VALANCE TO BE POSITIONED EQUALLY AND STRAIGHT ACROSS.**
- 15. PULL TOP AT THE SIDES TOWARDS THE FRONT AND USING CHALK – NOT WAXED TAILORS CHALK - MARK THE FRONT EDGE FROM THE BINDING OVER TO THE FRONT DECK SEAM.**
- 16. RAISE THE FRONT OF THE TOP FRAME UP, BRUSH A BEAD OF GLUE ON THE TOP EDGE OF THE HEADER BOW AND ROLL APPROX 3/8" OVER THE FRONT EDGE USING THE CHALK MARK AS THE GUIDE. STAPLE IN A FEW SPOTS BETWEEN BINDING AND DECK SEAM TO HOLD.**
- 17. LATCH TO THE WINDSHIELD. PARTIALLY GLUE AND FASTEN SIDE FLAPS. MAKE NOTES IF FURTHER ADJUSTMENTS ARE NEEDED IN THE REAR QUARTERS OR TOWARDS THE FRONT.**
- 18. ONCE THOSE ADJUSTMENTS ARE MADE AND THE TOP FITS SNUG – STAPLE THE AREA BETWEEN THE TWO REAR DECK SEAMS, WHILE PULLING THE VALANCE FIRMLY TOWARDS THE REAR (NOT AGGRESSIVELY) ELIMINATING MINOR SLACK OF THE DECK TO BE STRAIGHT OVER THE WINDOW.**
- 19. PULL THE BALANCE OF THE TOP AT THE FRONT EDGE BY ROLLING OVER THE FRONT EDGE INTO POSITION, STAPLE AND FINISH OFF.**
- 20. INSERT THE METAL RETAINER IN THE BOW SLEEVE AND SCREW DOWN.**
- 21. USING A SOURCE OF MOIST HOT AIR (DRAPERY STEAMER OR TRIM STEAMER) STEAM THE UNDERSIDE TO ASSIST IN ELIMINATING ANY BOX WRINKLES AND TO ASSIST THE TOP TO TAKE A FIT TO THE FRAME.**

### **TEST FIT THE NEW TOP**

**IF YOU FEEL YOU HAVE RECEIVED THE WRONG TOP AFTER OVERLAYING THE NEW TOP OVER THE OLD TOP OR FRAME:**

**THE TAKE PICTURES FROM SEVERAL ANGLES OF THE OLD TOP ON YOUR CAR BEFORE REMOVING**

- **TAKE PICTURES OF THE BARE TOP FRAME SHOWING PADS INSTALLED**
- **PLACE NEW TOP ON THE FRAME – NOT ON TOP OF THE OLD TOP - INSERT SIDE TENSION CABLES AND LATCH THE FRONT HEADER TIGHT**
  - **DO NOT GLUE, STAPLE OR OTHERWISE ALTER THE TOP**
- **PULL TOP FORWARD TO ALIGN SIDES AND REAR QUARTER WINDOW**
  - **TAKE PICTURES TO DEMONSTRATE ANY ISSUES AND EMAIL US**

**WHEN INSTALLING THE FINISHING TRIM (WIRE-ON) IT SHOULD NOT EXTEND MORE THAN 6" TO 8" PAST THE DECK SEAM. TOO FAR OVER THE CURVATURE OF THE BOW MIGHT CAUSE THE METAL WIRE-ON TIP TO CUT THROUGH THE MATERIAL AFTER REPEATED FOLDING DOWN**

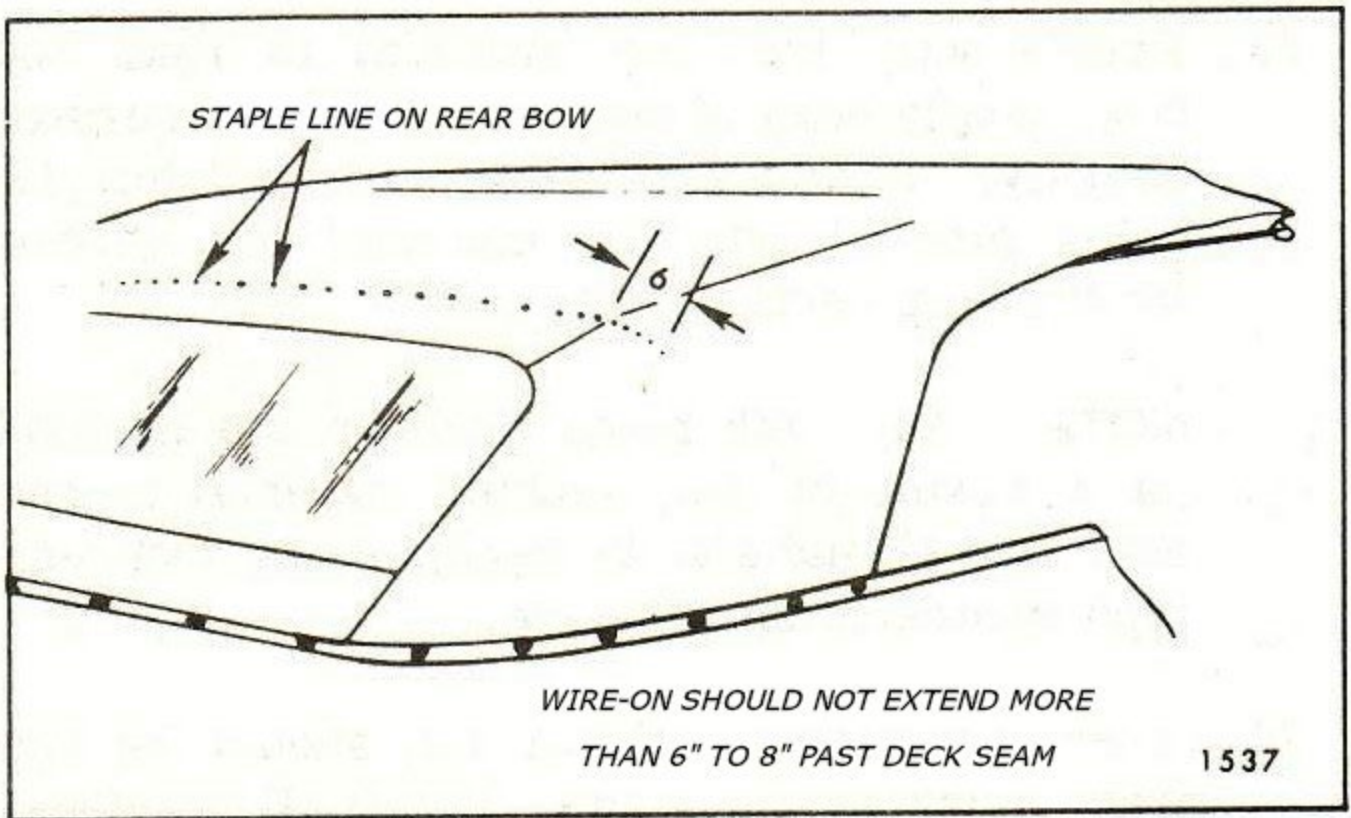
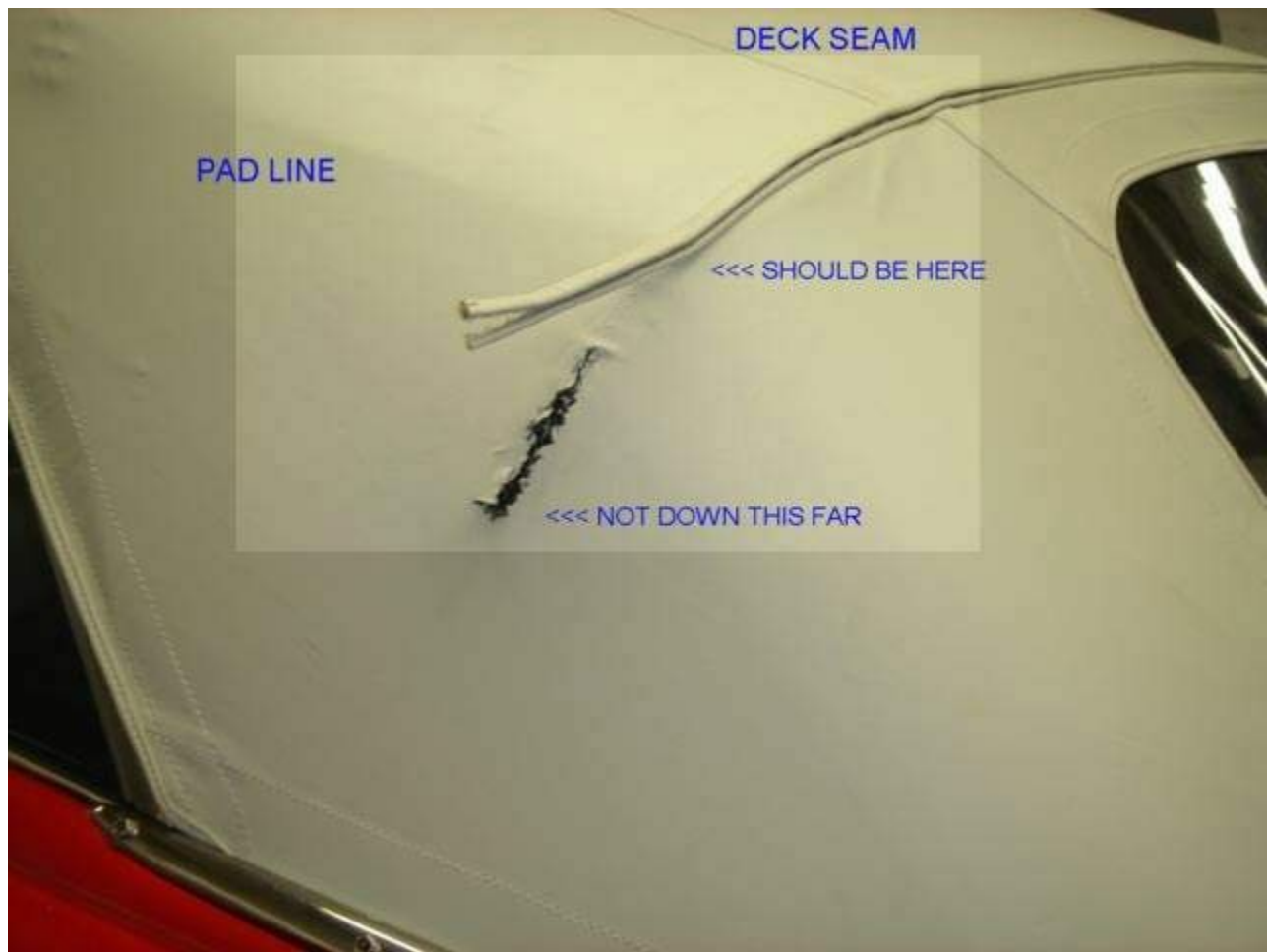


Fig. 13-42 — Tacking Outboard of Seams



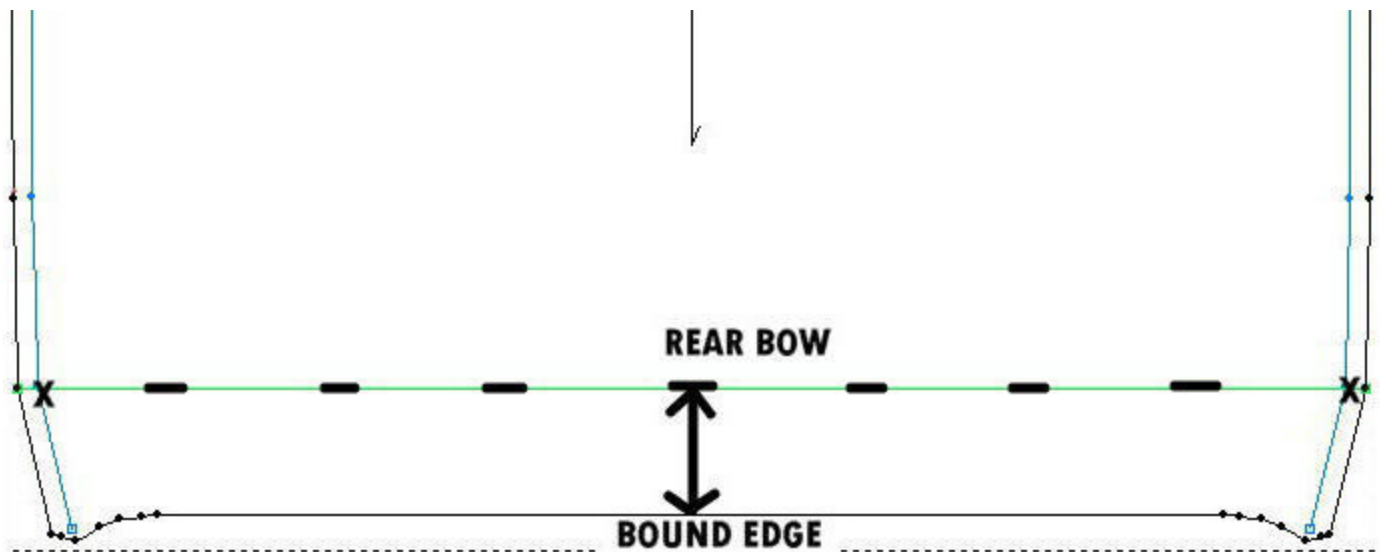
**DIAGRAM FOR THE PLACEMENT OF THE WIREON TRIM.**

**EACH CAR HAS A DIFFERENT WIDTH VALANCE.**

**WHEN THE DECK IS PROPERLY PULLED SIDE TO SIDE, STAPLE ON THE DECK SEAM DEAD CENTER OF THE BOW (X)**

**ONLY A FEW STAPLES ARE REQUIRED FROM SIDE TO SIDE TO KEEP THE BOUND EDGE LEVEL ACROSS TO HOLD THE DECK IN POSITION.**

**MORE STAPLES CAN BE ADDED AFTER THE FRONT EDGE IS FASTENED, AND BEFORE THE WIRE-ON TRIM IS INSTALLED**



**STAPLE ON BOTH DECK SEAMS (X) TO HOLD THE DECK IN POSITION. PULL THE DECK BACK TO AN EQUAL DISTANCE SIDE TO SIDE AND SET WITH ONLY A FEW STAPLES. ADJUST THE FRONT EDGE TO PROPER TENSION, THEN SET THE FRONT EDGE COMPLETELY. NOW FINISH THE REAR BOW WITH MORE STAPLES AND INSTALL THE WIREON TRIM AND END CAPS.**