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## Hardtop Construction A to Z

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## Wolf76STL

Mitty Graduate

## MEMBER

Join Date: May 2011 Posts: 6323

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## **Hardtop Construction A to Z**

03-29-2013, 02:47 AM

It seems that more people are working on hardtops so I thought I?d share some pictures of my recent project. It was a very enjoyable project but one that could not be rushed. It took several weekends to complete.

Warning....this is a long post!

After the paint & clear coat.



I used rattletrap for the sound and heat insulation. A roller worked well to smooth and adhere strips



This is the headliner material I ordered from JF Skinner (UK). They provide enough to cover all the rear shelf areas.



The three metal bows are different sizes with specific locations.





I cleaned the bows with a red Scotchbrite pad then clear coated them to insure no future bleed through.



I taped the ends to help thread them through the headliner sleeves



You?ll need to trim the ends of the sleeves to make sure the headliner doesn?t bunch up.



I found it easier to insert the bows upside down and rotate them into position.



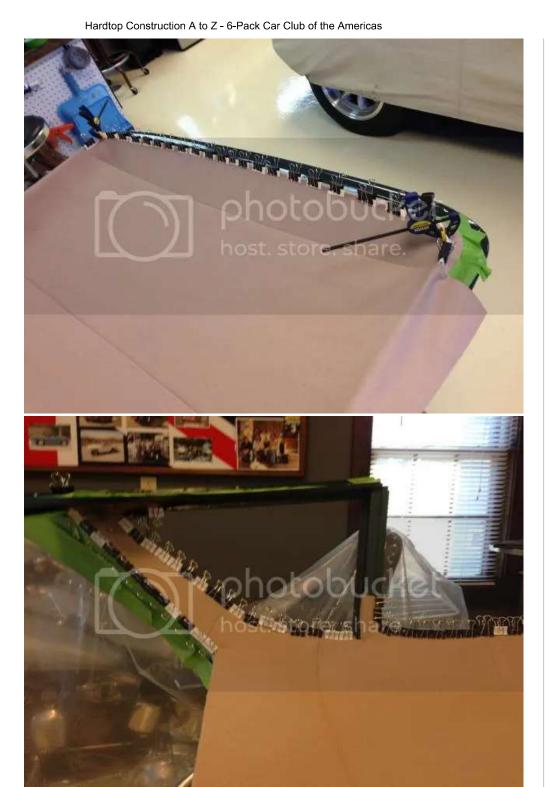
These are common flux applicators I picked up at Lowes. Helpful in applying adhesive.



This is the adhesive I used for the headliner. Locktite 200



Front of headliner glued and clipped. The order of application I used was front, back, then each side, then the side pillars.





Cut out at rear vent



I taped the material back so I could use one of the applicators to apply adhesive to the inside of the cut out. I bent the end of one of the applicators to get into the tight space.



Rear vent grille. It helps to bend these slightly to get a good flush fit.





I cut a pattern of the rear shelves to transfer to the ?art board? material that I found at the local Michaels hobby & craft shop





One rear section glued down and clipped





I applied a very thin bead of silicone (which soaked into the cloth) to guard against any bleed through of water





Now I start with the weather stripping. Mark the center of the rear section and align with the center of the hardtop



Use a plastic or smooth tool to push the bead into the channel groove under the back shelf



This is a side view of the proper orientation of the rear weather stripping



Window weather strip



The window strip comes in a ?L? shape and should be installed as one piece. Do not cut the corner hoping to make a mitered corner



The front main seal has holes in it to match the holes in the top





Rear hold off rubber bumper



Side pillar bracket. Install loose and tighten up after the top is on the car.



Now it?s time for the trim pieces. Be careful with these, I believe the rear pieces are just pot metal.



The side moulding is cut at abevel, so there is a right and a left



As installed





I had to enlarge the rear hole that the tab fits in so I placed a blob of silicone to seal the paint



Now it?s time to install the glass. I used the ?rope trick? on all three pieces to wrap the rubber around the lip of the opening



A little bead of sealant in the base of the channel should make it very water tight



Ready to install. The harbor freight suction cups were a life saver.





Rear window ready to go in. Believe it or not, I installed the rear window by myself. I recommend

getting a helper though, if this cracks, it would be a bad day. No longer made!





Finished top. Notice I left the pillar molding long so I could trim it after the top is on the car.





Side hardware with Patton machine plate.







The last step is to check glass fit and if required, open up the doors and align-adjust and align again.

I can count on one hand the number of accessories that will truly tranform the TR6 and this one is certainly at the top.

Cheers,

Wolf

76 TR6 CF58170UO (The Lady) 72 TR6 CC80068UO (The Slut) 68 TR250 CD4893L (retirement project)

Tags: None

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#2



03-29-2013, 03:15 AM

Looks excellent.....nice Heritage too

**RossL** Karter

Join Date: Mar 2009 Posts: 3318

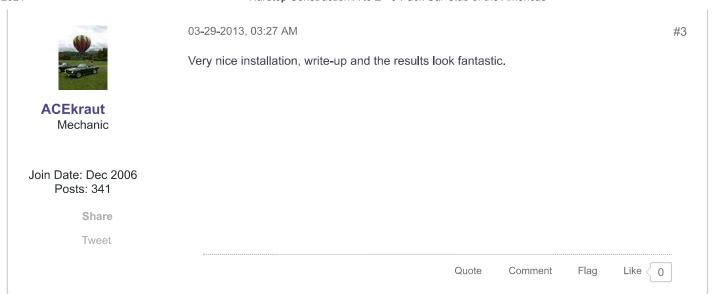
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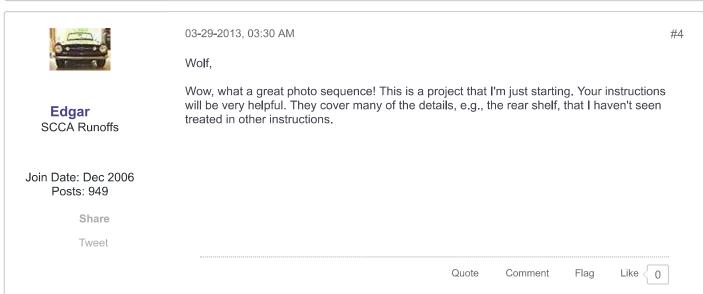
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03-29-2013, 03:38 AM

#6

Wonderful Kevin!.... I just drooled on my laptop <sup>©</sup>



## oppositelocksmith

Karter

Two ?'s

- what supplier did you use for the seals? (Or did they come with your factory 'kit'?)
- did you install the windows from the outside?

### **MEMBER**

Join Date: Dec 2006 Posts: 3911

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1973 TR6 - BRG with beige interior, custom LED lighting Hardtop, OD, Rollbar, 15"Koenigs Bored, balanced and polished motor with PI cam, hi-comp head, triple DCOE's Header, custom exhaust, custom alternator, e-fan

Lowered, poly suspension, Konis and rear anti roll-bar

www.coventrysfinest.blogspot.com

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03-29-2013, 03:38 AM

#7

0

I've no plans for a H/T, Kevin, but I really enjoyed seeing how it's done. B)

### poolboy

More than Legendary

Join Date: Dec 2006 Posts: 26158

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Driving a 1973 TR6 Doing ZS carb repairs email kencorsaw"at"aol.com

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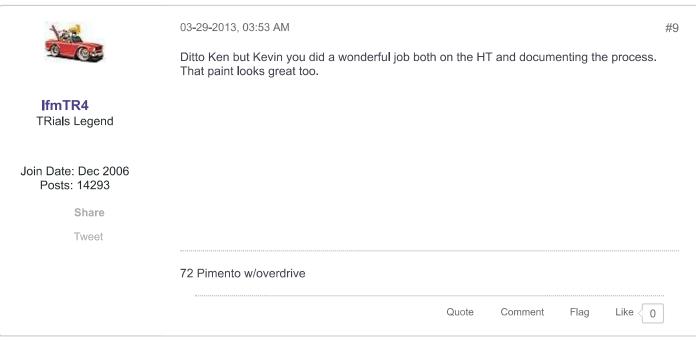
03-29-2013, 03:45 AM

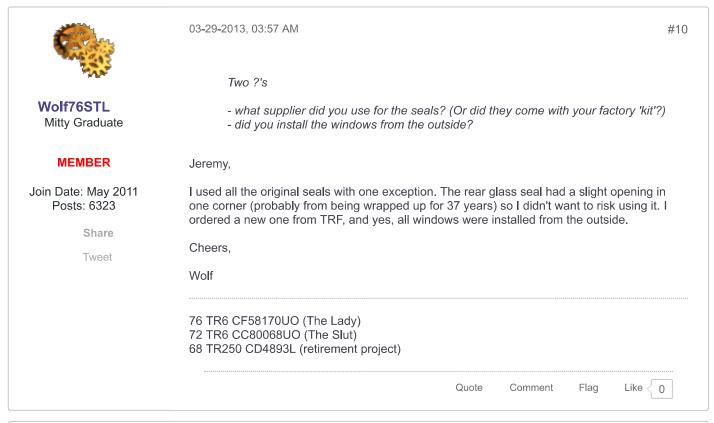
Looks great and very informative write-up!

Brian

https://forums.6-pack.org/the-6-pack-forums/car-repair-restoration-help/body-trim-accessories/66470-hardtop-construction-a-to-z

# TR6dreamer Join Date: Feb 2012 Posts: 463 Share Tweet Quote Comment Flag Like 0





03-29-2013, 04:35 AM #11



### Chandlerazman

Mitty Graduate

Join Date: Dec 2010 Posts: 7454

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Kevin, all I can say is Wow! Very nice writeup and patience as well. You had made mention that I have a plethora of patience, but you my friend are just as equal  $\stackrel{ extstyle extstyle$ 

When I look at your car with the top on, All I see is my car's twin. It really looks awesome, To me, there is nothing else like a TR6 with a HT on the road that exudes sporty classic lines. Very nice!

You will enjoy the car in a different light <sup>©</sup>





03-29-2013, 06:28 AM

#12

0

Like

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Almost didn't look because I too will never have a hardtop. Glad I did because I appreciate that level of workmanship.

Quote

Anyway, just wanted to let you know you can get a pack of 36 acid brushes at Harbor Freight for \$2.99 or probably around a buck when on sale.

# RatRidgeRoadster

Karter

Join Date: Dec 2006 Posts: 4002

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 $\mathbb{R}^3$ 

Jim Herter, Copperas Cove, TX Original Owner \$\infty\$ 1970 TR6 CC 50990 LO

Quote

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**HawaiiGuv** TRials Legend

Join Date: Dec 2006 Posts: 10226

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03-29-2013, 07:20 AM #13

Outstanding... work and posting of pictures and explanation in detail..

Quote

#14



03-29-2013, 02:12 PM

Kudos! This will be one of those classic posts that will be viewed for years to come. Thanks for your diligence in taking pictures and posting for the rest of us. I have my headliner in place

with clips and start glueing tomorrow.

sculhane

Join Date: Sep 2012 Posts: 183

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A few minor options I might add to your post. I took the tips out of the bows prior to inserting them in the headliner sleeve and think it eases the installation and lessens the chance of ripping the sleeves. I made a two inch cut in the material where the rear meets the c post to enable the tightening of the headliner at the back and the c post. With the back weather stripping, I sprayed some silicone lubricant in the groove and slid the weather stipping in from one side to the other (took me 5-10 minutes).

Thanks so much for the great pictures and instructions. This will be a great help in finishing this project.

Quote

Comment

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03-29-2013, 02:31 PM

#15

Congrats Kevin - oustanding job. I love the matching material, and this helps others consider this option.

This has been a special journey - how you found this top, and where you are now with it.

Cheers

Karter

L.O. Guvna

Join Date: Dec 2006 Posts: 2692

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03-29-2013, 05:15 PM

#16

The finished hardtop looks great! Thank you for posting...I have one of these to prep in my future.

wazowski Mechanic

Join Date: Jun 2012 Posts: 201

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03-29-2013, 05:25 PM

#17



Nice job all around Kevin. It looks great on the "Lady', but at Christmas, Let the "Slut" wear it for a while. Really beautiful job.

### damsonTR6 Karter

### **MEMBER**

Join Date: Apr 2012 Posts: 4104

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03-29-2013, 08:35 PM

#18

Wolf,

jcronin4461 Driver Fantastic job and beautiful TR6!!! :woohoo: Thank you for taking the time to document the procedure.

John

Join Date: Jun 2012 Posts: 155

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03-29-2013, 11:28 PM

#19

Wolf,

sculhane

I have a question for you on the spray glue. How exactly did you do that for the small area to be glued without getting it all over? I'm guessing it is only about 1/2" wide that you need along the edge. Spray out a bit on a surface to get some glue to work with and brush it on?

Join Date: Sep 2012 Posts: 183

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03-30-2013, 12:57 AM

#20

Wolf,

### Hardtop Construction A to Z - 6-Pack Car Club of the Americas



I have a question for you on the spray glue. How exactly did you do that for the small area to be glued without getting it all over? I'm guessing it is only about 1/2" wide that you need along the edge. Spray out a bit on a surface to get some glue to work with and brush it on?

### Wolf76STL Mitty Graduate

Steve,

I sprayed the adhesive into this cup and applied it with the brushes. I thought spraying would get it all over (including my lungs)

### **MEMBER**

Cheers,

Join Date: May 2011 Posts: 6323

Wolf

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76 TR6 CF58170UO (The Lady) 72 TR6 CC80068UO (The Slut)

68 TR250 CD4893L (retirement project)

Quote

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#21



03-30-2013, 01:02 AM

Wolf,

I have a question for you on the spray glue. How exactly did you do that for the small area to be glued without getting it all over? I'm guessing it is only about 1/2" wide that you need along the edge. Spray out a bit on a surface to get some glue to work with and brush it on?

# Mitty Graduate

Wolf76STL

**MEMBER** 

Join Date: May 2011 Posts: 6323

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Steve,

I sprayed the adhesive into this cup, then used the brush. The bent brush was used at the rear vents to put adhesive on the inside of

the hole. I decided that masking & spraying was too much trouble (I didn't want to breath it either)

Cheers,



76 TR6 CF58170UO (The Lady)
72 TR6 CC80068UO (The Slut)
68 TR250 CD4893L (retirement project)

Quote

Comment

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03-30-2013, 01:21 AM

#22

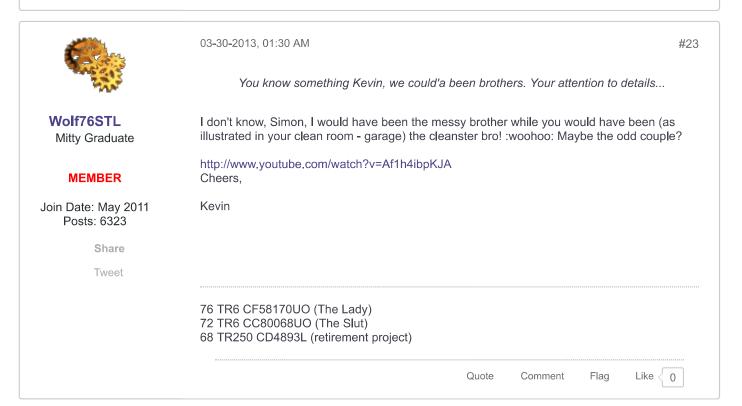
You know something Kevin, we could'a been brothers. Your attention to details is no different than mine. I particularly like how you cut the cup to have a narrow handle while working on the adhesive. Something I would have done!

### Chandlerazman

Pretty slick!

Mitty Graduate

Join Date: Dec 2010 Posts: 7454							
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HawaiiGuy TRials Legend

Join Date: Dec 2006 Posts: 10226

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03-30-2013, 03:45 AM

Sheesh :blink: You two arguing about who is more intense, is like Michelangelo arguing with DaVinci.. Enough already, a couple of genius freaks, you make the rest of us look like mere mortals. If only we were married to wives like yours who are so selfserving and loving. :laugh:



Wolf76STL Mitty Graduate 03-30-2013, 04:10 AM

#25

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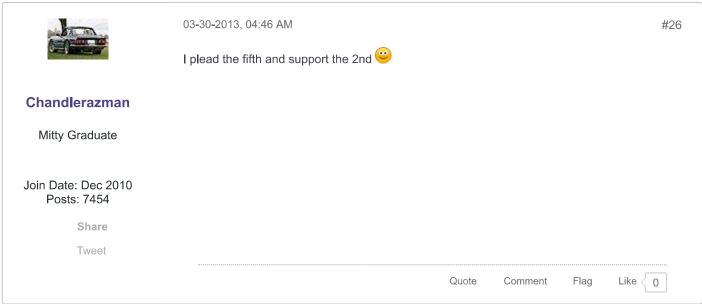
Sheesh: blink: You two arguing about who is more intense, is like Michelangelo arguing with DaVinci.. Enough already, a couple of genius freaks, you make the rest of us look like mere mortals. If only we were married to wives like yours who are so selfserving and loving.: laugh:

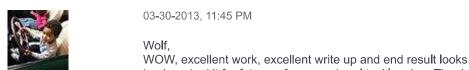
Quote

#24

0

**MEMBER** :laugh: :laugh: :laugh: Can't help it, HG, it's all Simon's fault! Join Date: May 2011 Posts: 6323 Cheers, Share Wolf Tweet 76 TR6 CF58170UO (The Lady) 72 TR6 CC80068UO (The Slut) 68 TR250 CD4893L (retirement project) Quote Comment Flag Like 0





WOW, excellent work, excellent write up and end result looks totally professional. I've already bookmarked it for future reference when I tackle mine. Thanks much for all the effort you put into this and for helping us novices out. Cheers Doug

### **MEMBER**

**DougDall** 

Join Date: Oct 2011 Posts: 277

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1973 TR6, BRG w/bone interior; restoration completed 2017 1968 TR250, started complete restoration Sep 2017; currently BRG but going back to original Signal Red

Quote Comment Flag Like 0

04-01-2013, 02:07 AM #28

#27



Fabulous work Kevin. That would make one great article for Fid. I did not do my own headliner and did not have time to document it at the upholstery shop.

**brosky** TRials Legend

### MEMBER

Join Date: Dec 2010 Posts: 16954

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sculhane

Join Date: Sep 2012 Posts: 183

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04-01-2013, 02:26 PM

Wolf,

Have my hardtop project ready to install except for the window weather stripping I'm waiting to receive AND I haven't installed the chromed trim strips.

Could you give me some tips on how to install the trip strips? I have the originals, and ordered (part # GHF1461) rivet clips from TRF which are just rivets. I tried to attach the trim with a rivet yesterday, but found that the head of the rivet was not large enough to catch the inside edges of the trim and hold it on. What am I missing?

Quote Comment

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ike {



#30

#29



### Wolf76STL Mitty Graduate

### MEMBER

Join Date: May 2011 Posts: 6323

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04-01-2013, 11:33 PM

Wolf,

Have my hardtop project ready to install except for the window weather stripping I'm waiting to receive AND I haven't installed the chromed trim strips.

Could you give me some tips on how to install the trip strips? I have the originals, and ordered (part # GHF1461) rivet clips from TRF which are just rivets. I tried to attach the trim with a rivet yesterday, but found that the head of the rivet was not large enough to catch the inside edges of the trim and hold it on. What am I missing?

Steve,

The part number that you noted (GHF1461) from TRF should be a special rivet in the respect that they have a small "collar' attached to the rivet. This collar is sized to fit with the trim and when you apply the trim, just put either the top or bottom lip of the trim over the collar and snap it down with the heel of your hand or a small rubber hammer. It only takes a medium amount of pressure to secure. Don't try to slide the trim on lengthwise as you will only scratch the paint and get frustrated.

Hope that helps,

Cheers,				
Wolf				
76 TR6 CF58170UO (The Lady) 72 TR6 CC80068UO (The Slut)				
68 TR250 CD4893L (retirement project)				
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**Phil Crawford** Driver

Join Date: Dec 2009 Posts: 147

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04-18-2013, 12:22 AM #31

### Kevin

Great looking job and I am amazed not one finger print on the light head liner. So unlike me not to leave a fingerprint. I know this is tedious work and my hats off to you. Phil



07-22-2013, 09:42 PM

#32

0

Wolf,

Jammin 6

Join Date: May 2018 Posts: 361

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Excellent documentation. Between this and the article byVance Navarrette, the chore of installing a headliner was much easier. It was still a PITA, though! lol

One question, would you have a picture of the orientation of the side seals? I cannot seem to grasp how they should be installed. Once I finish the hard top, I'll be able to get the restoration on a trailer and take it to get the alignment done. THEN, I can drive it! :-)

Quote

Quote

Comment

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Thanks,

Jeff



07-22-2013, 10:15 PM

#33

Like 0

Wolf,

Wolf76STL Mitty Graduate

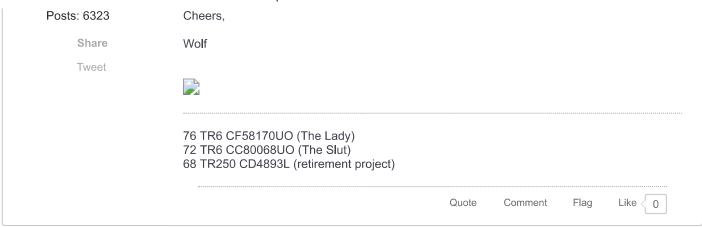
One question, would you have a picture of the orientation of the side seals?

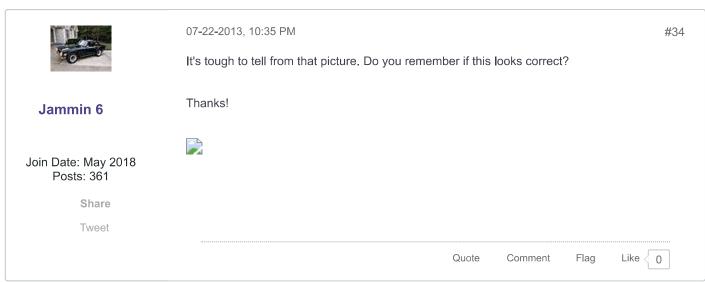
Jeff,

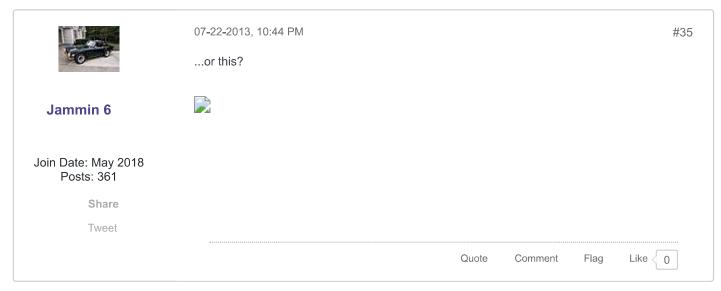
**MEMBER** 

This is the only picture I could find, hope it helps!

Join Date: May 2011









07-22-2013, 11:02 PM

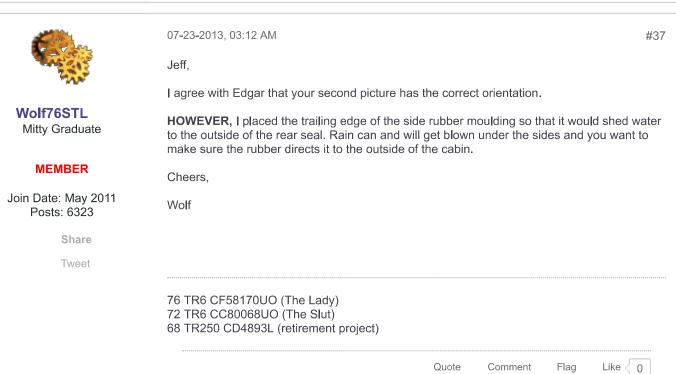
#36

...or this?

Edgar SCCA Runoffs I agree with the "... or this?" orientation. I remember asking the same question when it was time to install that seal. I've forgotten whose blog I followed when I did the headliner, but it contained a clear recommendation about how to orient that seal and that's how I did it.

Join Date: Dec 2006 Posts: 949 If you install it the other way around I think the seal will stick out between the B and C pillars of the hardtop wing and it won't look cool.

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**NovasTaylor** Mechanic

Join Date: Aug 2010 Posts: 304

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08-08-2013, 01:33 AM

#38

Wolf, there is a special place for you in Hardtop Heaven. Thanks for posting these pics and description. Great work.

Tim

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#39



christr

Driver

Join Date: Aug 2011 Posts: 158

08-09-2013, 03:37 AM

I just had the pleasure of working with Jammin6 to install the rear window in his hardtop. Went

great! The rubber was from TRF and very pilable

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	08-09-2013, 11:11 PM	#4
3	like the color, i chose Jaguar Botanical Green Metallic and it looks similar. of a color chip book, or is there a name?	did you pick it out
<b>beengel</b> Driver		
loin Date: Sep 2009 Posts: 160		
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