

Mercedes Convertible Top Installation Instructions

These instructions apply to both Mercedes Type 107 and 113 Chassis cars.

The Mercedes Convertible Top is basically glued to the Frame with strong contact adhesive. Many people think that it has been stitched to the Frame, this is not so. The roof of the Top has stitched-on flaps of fabric, which have been glued around the Frame. The Rear of the Top has also been glued to the Rear Frame Bar. Likewise the Top is also glued to the Front Header Rail and to the uprights adjacent to the doors.

Removing your old Top.

1. Begin by peeling back the fabric glued around the 4 Frame Bows inside the car. This will release the roof from the Frame.
2. Next remove the Rubber Seal from the uprights adjacent to the doors. Unscrew the steel retaining strip and peel back the fabric from the uprights.
3. Release the wire at the top of the upright, and also unscrew the chrome screw at either side of the Front Header Rail to release the wire. Keep in a safe place, as this wire will be re-used in the new Top.
4. Remove the Seal on the Rear Frame Bar and peel back the fabric, which is glued all around this Bar.
5. At the Front Header Rail, remove the Rubber Seal, its Retaining Channel, and remove the Top from the Header Rail.

Fitting the new Top

Check the new Top for any defects before you commence. Because a new Top is easily damaged during the fitting process, we cannot entertain a claim for damage once installation has begun.

You can rest assured that your new Top has been accurately die cut to exact dimensions. However the skill of the person fitting the Top will undoubtedly affect the end result. The most important part of the fitting process is the gluing of the Top to the Rear Bar. It must be exactly centralised on this Bar. You must start in the centre, and the end of the Bar must coincide with the point on the glued flap where it widens on both sides. The most common mistake is that, although you start at the centre, the ends of the Bar do not end up in the same place. It is easy to stretch one side round more than the other. We suggest that you "dry fit" the back of the Top to the Frame by locating the flap to the Frame, and having someone hold it in position while you apply some tension at the front. You should be able to pull tight enough to see that the Rear Quarter Windows will come out with no creases. If after gluing the flap to the Rear Bar, you cannot obtain the same degree of fit, this will prove that you will have to re-position the Top on the back Bar. It should also be noted that this Rear Bar will move in and out by slackening the 4 bolts that hold it to the Frame. This can make a difference to the tension at the sides of the Top.

WARNING

Due to the difficulty in correctly positioning the fabric as you glue it to the Rear Bar, you may find that you cannot obtain a satisfactory fit around the Rear Side Windows. This is why we ask you to first "dry fit" the Top. We want you to see that the Top will in fact fit correctly on the Bar. The nature of the contact adhesive makes it difficult to adjust and position the fabric as you glue it to the Frame, and many people find it difficult to obtain a satisfactory fit. We suggest that you apply the glue in a thin 1/2" line along the bottom edge of the Bar and corresponding area on the inside of the Top. Do not apply any to the inside edge of the Bar yet. The thin layer of glue will allow you to easily peel away the fabric and reposition it if necessary. It is important that you ensure the bottom edge of the Bar is tight into the flap that it glues to.

When you are fully satisfied you should glue the flap to the inside of the Bar and refit the rubber seal.

6. Before proceeding any further it will be necessary to thread the wires into the new Top. If you have new side seals, these should be glued into position. New seals are available from your Mercedes dealer, or the old ones can be removed from the old Top.
7. Proceed to glue the Rear Window to the Rear Bar with due consideration to what we have said above. This can be done on the car, or the Bar can be removed from the Frame and the work carried out on a bench. When done, re-fit the rubber seal.
8. At the front header rail you should re-fit the chrome screw and wire through the Top and into the header rail. Do not be alarmed if the Top seems too short to reach the front. This should be done with the Rear Bar unlatched and the Frame folded slightly back to remove any tension. The Top should also be glued to the header rail at this point. Note that the Top is precisely cut to allow you to fold the fabric around the front corners of the header rail. We suggest that you securely glue the fabric around the front corners of the header rail as far up as the main seam on each side of the roof. The rest will be glued later. Once securely glued the Frame will easily stretch the Top to its correct tension.
9. The Top should now be securely fastened at the front corners of the header rail. You should ensure that the Rear rail is not clamped down before you clamp the header rail to the windscreen. Once clamped you can then clamp the Rear rail down. Now mark off the front edge of the header rail and proceed to glue the Top along the rest of header rail, applying enough tension to remove any creases from the roof and Rear Windows. When finished re-fit the front seal retaining channel and the rubber seal.
10. At the sides, glue the flaps to the upright and re-fit seal and channel.
11. Inside the car, glue the flaps of material around all the Frame Bows.

Installation is now complete. We recommend that the new Top be left up for a few days to allow it to settle.

TROUBLE SHOOTING

Each and every Top that we make is expertly checked against factory fitting jigs to ensure it is correct. However, there are many factors which are beyond our control in the fitting process which will affect the standard and quality of finish achieved. We have tried to give you a precise step-by-step procedure for fitting our Top. If you follow it accurately then there should be no reason why you will not be rewarded with a satisfactory fit. Listed below are some of the more common problems that we have encountered.

1. The Top is too short to reach the doors at each side.

You can adjust the Rear Bar by loosening the four securing bolts, see inside the car on the Frame below the small plastic side Windows. If this does not give you enough adjustment then you will have to remove and refit the Top to the Rear Bar, this time ensuring that the fabric is stretched as you glue it along the Bar. Ensure at all times that the bottom edge of the Bar is fitting as far down on the flap as it can.

2. The Top appears too short to reach the front header rail

The Top might appear to look about 1" short, however the Frame will easily stretch the fabric over this distance. Note that you will not be fitting the Top under this tension. It is cut precisely to allow you to fold and glue the Top around the front corners of the header rail without having to stretch it there yourself.

3. The Windows have creases in them.

This is a direct result of incorrect fitting to the Rear Bar. Release the fabric from the Bar along the sides below the Windows and re-adjust the fitting. In some cases it might be easier to take it off completely and start again. The hardest part is getting the tension right as you glue the fabric to the Bar, especially as you come around the curve under the side Windows.

4. I have a few small ripples in the fabric at each side just behind the doors.

Now this is a hard one to completely cure. The problem is that between the "B" post and the Rear Frame Bar, there is nothing to which the fabric is attached. You can ensure that when you glue the Top to the uprights on each side that you apply a lot of downward tension. Also check the adjustment on the Rear Frame Bar which can move in or out. You can take some consolation from the fact that I have seen many new cars leave the showroom with a small ripple in this area.

5. I have fitted the Top but the Rear of the Top is so tight that it doesn't meet the Rear Deck.

Do not be alarmed if the Top is tight. This is normal and the excess tension will soon disappear as the fabric stretches. A problem occurs when the Top is fitted to the front header rail before the glue has had chance to fully set. The fabric will move out of position on the Rear Bar causing the bottom of the Top to rise above the Rear Deck. There is no alternative but to refit the Rear Bar, this time ensuring that the glue is well and truly set before erecting the frame.

6. I have had the Top professionally installed by a fitter who has fitted hundreds of these Tops before, however I have all of the above problems.

Take it back. We have already mentioned that each Top is checked against factory jigs to ensure its accuracy. Many professional installers will not bother to read or follow these instructions. Any defects in the installation, such as those mentioned above will normally be blamed on the Top rather than their ability to install it correctly. If you have any doubt, we suggest that you compare measurements with the old Top you have removed. Make some allowance for the fact that the old Top has been on for many years, and will have stretched slightly. You will find that our Top should be practically identical to the original. Armed with this knowledge you are better equipped to insist that the installation be improved.

We hope that you will not encounter any problems when installing our Top, however we cannot compensate for the varying abilities of the people who will install it. We have on occasion had Tops returned because the fitter insists that it will not fit properly, in all cases we have been able to install the Top correctly. If it doesn't fit well around the back, then take it off and start again. Do as we suggested earlier and just place the Top under the Rear Bar without gluing it. You will clearly see that a perfect fit can be achieved, and that the process of gluing the Top to the Rear Bar can cause you problems.

Returns Policy

We cannot accept the return of any Top where installation has begun. Please ensure that your installer is aware of these installation instructions. Any returns must be authorised by our sales department. Returned goods must be packaged in their original cartons and returned prepaid. We cannot accept responsibility for any loss or damage to the goods during transit. Please ensure that the Top is correctly folded and that the Rear Plastic Windows are adequately protected. Enclose all original documentation and invoices. A 15% handling charge will be levied on any returned goods.