

This article will show you the step by step hardware installation for assembling all 1962-1964 full size Chevrolet convertible top frames. Very often, if a top is removed and disassembled for restoration, the original hardware may be lost or broken. You may also decide to replace the worn bushings and hardware on an already assembled top. As you know, the hardware is very unique and cannot be replaced with "hardware store" fasteners. Our kit, #539003, includes all hardware and bushings needed to reassemble your top properly. Photo #1 shows the kit, bagged in 18 individual bags marked A thru R. Each step in the article will correspond with the appropriate bag for ease of installation. You will also notice that some hardware will be labeled "paint" or "no-paint." "Paint" means the hardware was installed in the top assembly at the factory before the top assembly was painted, so the hardware is painted also. "No-paint" means the hardware was installed after the top assembly was painted, so that hardware remains unpainted.

Photo #2 shows our original top assembly before disassembly. Each major section is labeled so you may refer to the appropriate area for each step during assembly. Good luck!

A. Four total, 5/16" machine bolts with built in washers, two per side. Attaches the header bow to the front side rail assembly. No paint (see photo #3).

B. Six total flat washers, six star washers, six #10 nuts; three each per side. Attaches front side rail weatherstripping to front side rail. No paint (see photo #4). Four total small Phillips head trim screws



Photo #1

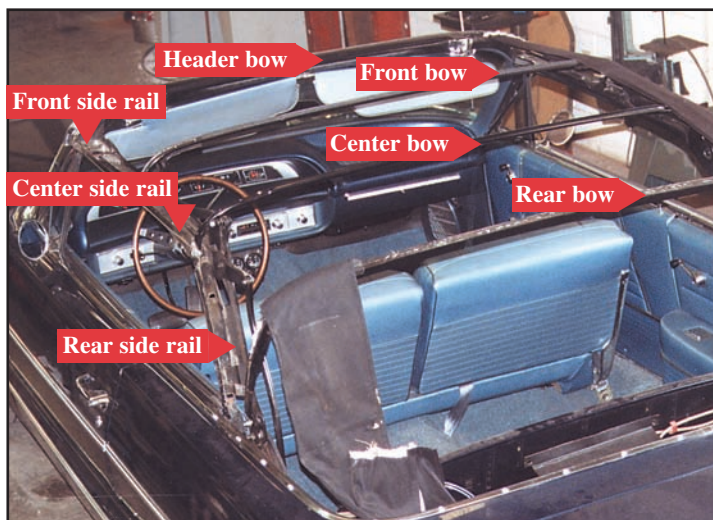
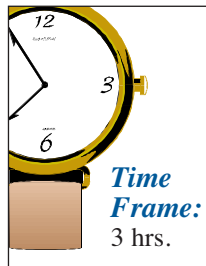


Photo #2



Time Frame:
3 hrs.



Tools Needed:

- #2 Phillips screwdriver
- #3 Phillips screwdriver
- Assorted wrenches

Parts We Talk About:

Part #	Description	Member Price
539003	1962-64 Convertible top hardware kit	\$144.95

with built in bevel washers. Attaches front and rear of front side rail weatherstripping to front side rail. No paint (see photo #5).

C. Six total #10 nuts, six star washers, six #10 countersunk Phillips machine screws; three each per side. Attaches front bow scissor assembly to front side rail. Paint (see photo #6).

D. Ten total #8 countersunk Phillips machine screws with built-in bevel washers, five each per side. Attaches convertible top pad to center bow. No paint (see photos #7 and #8).

E. Four total 1/4" x 20" x 3/4" Phillips countersunk machine screws with built-in star washers; two per side. Attaches front side rail scissor assembly to front bow. No paint. Four total rubber cushions with holes; two per side. Cushion/spacer between front side rail scissor assembly and front bow. No paint (see photo #9).

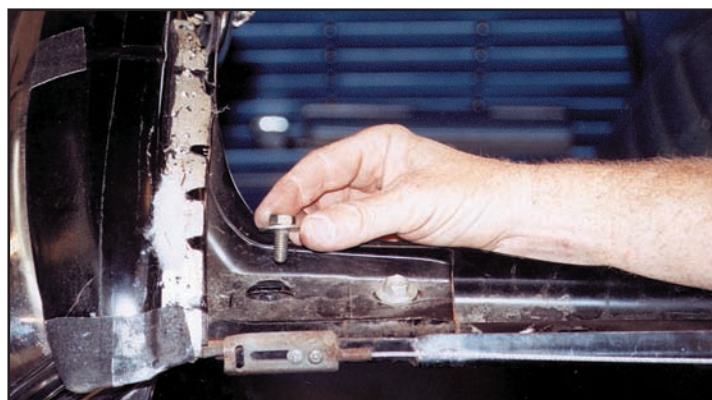


Photo #3



Photo #4

Convertible Top Assembly, 1962-1964

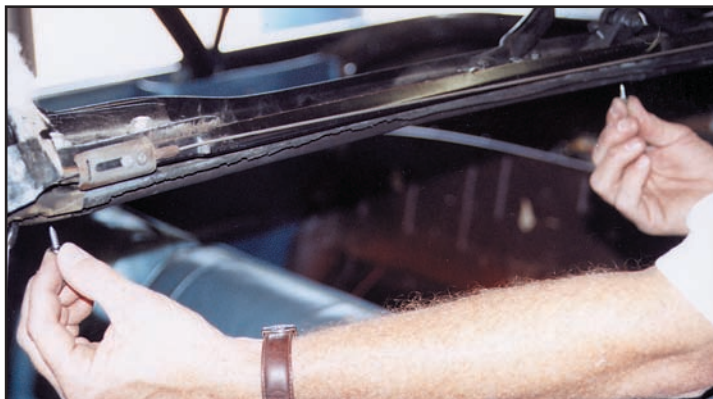


Photo #5

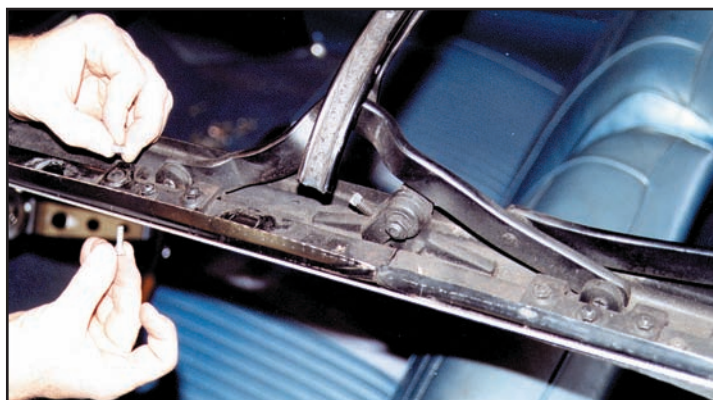


Photo #6



Photo #7

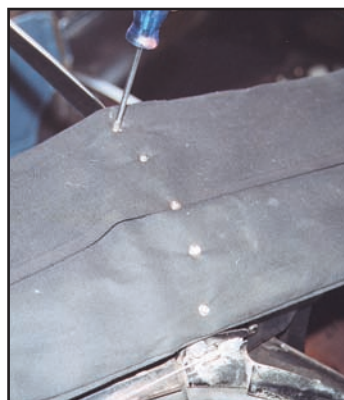


Photo #8



Photo #9

F. Two total $\frac{3}{8}$ " x 1" long slot head shouldered machine bolts, two bronze bushings, two star washers, two $\frac{3}{8}$ " nuts; one each per side. Attaches front side rail to center side rail at pivot. Bolt is installed from inside, thru bushing, with star washer and nut to outside of pivot. Paint (see photo #10). Two $\frac{5}{16}$ " thread square head adjuster studs, one per side. Adjuster stud installs in front side rail pivot assembly. Paint (see photo #11).

G. Six total $\frac{1}{8}$ " pan head Phillips sheet metal screws; three each per side. Attaches top cable brackets to front side rail (2 screws) (see photo #12) and rear side rail (1 screw) (see photo #13). No paint.

H. Ten total #10 special washer-nuts; five per side. Attaches center side rail weatherstripping to center side rail (two nuts) and rear side rail weatherstripping to rear side rail (three nuts). No paint (see photo #14). Two total Phillips trim screws with bevel washers; one per side. Attaches center side rail weatherstripping to center side rail at front. No paint (see photo #15).

I. Two total square rubber pads; one per side. Cushion/seal between rear side rail and center side rail at forward edge of rear side rail in pocket. No paint (see photo #16). Two total Phillips trim screws with bevel washers; one per side. Attaches rear side rail weatherstripping to rear side rail and traps rubber cushion/seal. No paint (see photo #17).

J. Two total shouldered slot head $\frac{3}{8}$ " machine bolts, two shouldered nylon bushings, two wave washers, two flat washers, two self-locking $\frac{3}{8}$ " nuts; one each per side. Attaches rear bow to rear side rail assembly. Bolt, bushing and wave washer installs thru side rail and then into rear bow. Flat washer and nut attaches from outside of rear bow. No paint (see photo #18).

K. Two total shouldered slot head $\frac{3}{8}$ " machine bolts, two wave washers, two thick nylon washers, two shouldered nylon bushings, two star washers, two $\frac{3}{8}$ " nuts; one each per side. Attaches rear side rail to center side rail pivot. Bolt and wave washer installs from inside into rear side rail, thru thick washer and shouldered bushing (the shouldered bushing presses into the thick washer, then is installed between the rear and center side rails at pivot hole with shoulder fitting into rear side rail hole) and into the center side rail pivot hole. The star washer and nut attach from outside the center rail. Paint (see photo #19).

L. Two total shouldered slot head $\frac{3}{8}$ " machine bolts, two wave washers, two shouldered nylon bushings, two star washers, two $\frac{3}{8}$ " nuts; one each per side. Attaches rear side rail to center side rail scissor assembly near center bow. Bolt installs from inside of scissor assembly, thru shouldered bushing and wave washer (wave washer fits onto shoulder of bushing which fits between scissor hole and



Photo #10

Convertible Top Assembly, 1962-1964

rear side rail with shoulder fitting into scissor) and into rear side rail hole. Star washer and nut attaches to bolt from outside of rear side rail. Paint (see photo #20).

M. Two total shouldered hex/pan head $\frac{3}{8}$ " fine thread machine bolts, four shouldered nylon bushings, four wave washers, two self locking $\frac{3}{8}$ " nuts; one each of bolts and nuts per side, two each of bushings and wave washers per side. Attaches top of rear hydraulic piston shaft to rear side rail. The wave washers are installed on the bushings, which in turn are installed in each side of piston shaft eyelet. Bolt is installed from inside rear side rail thru piston eyelet and thru outer ears of rear side rail. Lock nut is installed from outside of rear side rail. No paint (see photo #21).

N. Two total shouldered hex/pan head $\frac{3}{8}$ " fine thread machine bolts, two large nylon bushings, two wave washers, two self-locking $\frac{3}{8}$ " nuts; one each per side. Attaches rear side rail assembly to body top pivot bracket in quarter area. Bolt passes thru from inside access hole, into rear side rail inner flange and into nylon bushing/wave washer assembly. Wave washer is installed on shoulder of nylon bushing, bushing fits into top pivot bracket from outside. Bolt passes thru rear side rail outer flange, locknut attaches to bolt from outside of flange. No paint (see photo #22).

O. Four total $\frac{3}{8}$ " carriage bolts, four flat washers, four star washers, four $\frac{3}{8}$ " hex nuts; two each per side. Attaches rear top adjuster scissor plate to body in quarter area. Two bolts per side install thru body inner from outside and into adjuster plate. One flat washer, star washer and nut per bolt. No paint (see photo #23).

P. Four total $\frac{3}{8}$ " x 20 Phillips machine screws, four flat washers; two each per side. Attaches center bow to rear side rail two places per side. Screw passes thru flat washer, thru rear side rail, and into bow



Photo #14



Photo #15

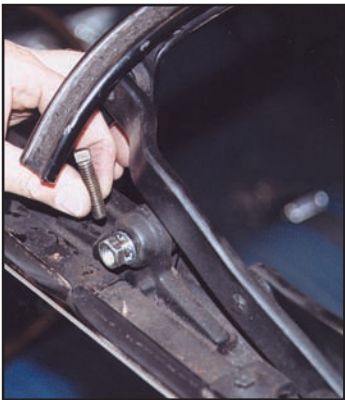


Photo #11

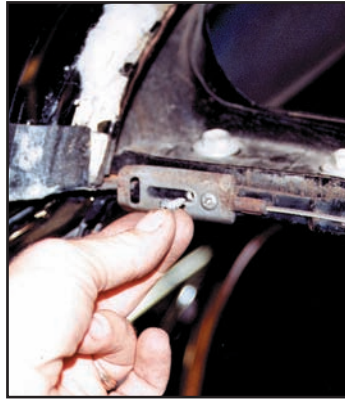


Photo #12

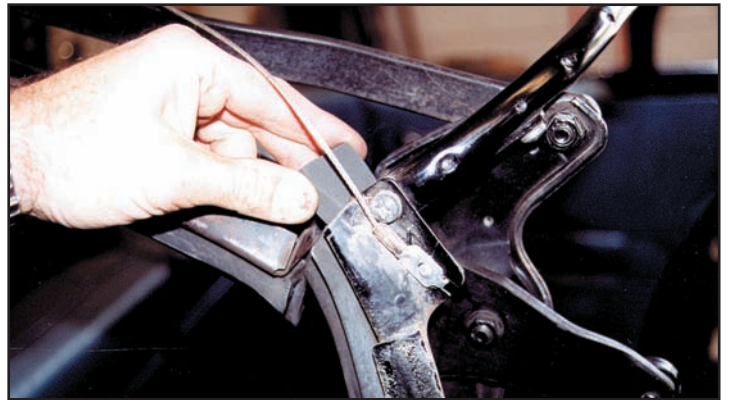


Photo #16

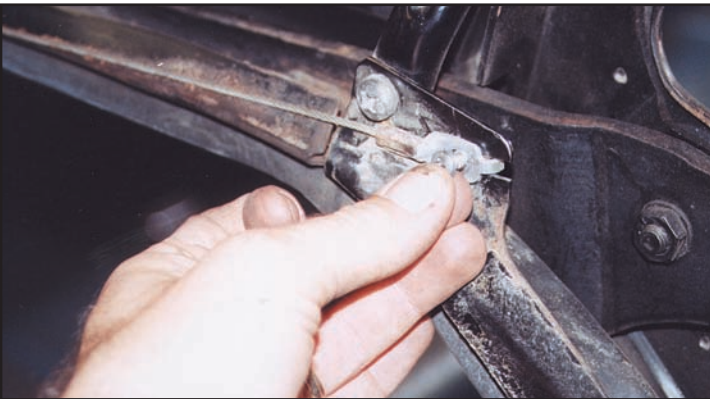


Photo #13



Photo #17



Photo #18

Convertible Top Assembly, 1962-1964



Photo #19

at tip of bow and several inches up on bow. No paint (see photo #24).

Q. Four total special shouldered tip hex head machine bolts, four shouldered nylon bushings; two each per side. Attaches hydraulic piston to body bracket. Bushings press into each side of piston, bolts thread into bracket then tips engage piston bushings. No paint (see photo #25).

R. Six total hex head $\frac{3}{8}$ " machine bolts with built-in flat washer; three each per side. Attaches top pivot bracket to body in rear quarter area. Bolts pass thru body adjuster holes into bracket. No paint (see photo #26).

Good luck! 



Photo #20



Photo #23



Photo #21

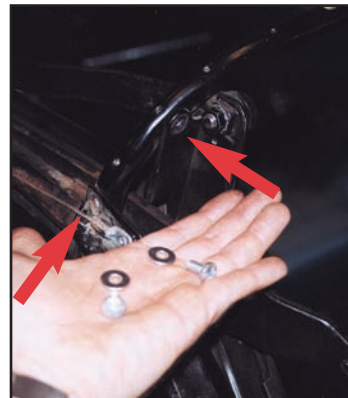


Photo #24

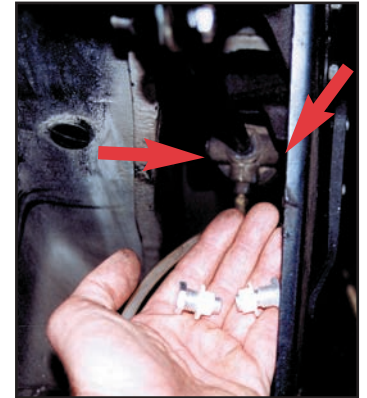


Photo #25



Photo #22



Photo #26