CBK402

CONVERTIBLE TOP BOLT KIT FOR 1958 CHEVROLET FULL SIZE CARS

INSTALLATION INSTRUCTIONS

This complete hardware kit allows you to replace every bolt, screw, nut, bushing, grommet, etc., in your original convertible top frame! This kit will save many hours you would have spent looking for the right fasteners by providing every piece needed. Each kit contains separately bagged and labeled parts for easy to understand installation (See Photo #1). All of the hardware is nickel plated, just like the originals. It may be installed with a completely disassembled frame as described in the instructions or it can just as easily be installed one fastener at a time in a complete car with the convertible top already installed.

Photo #1

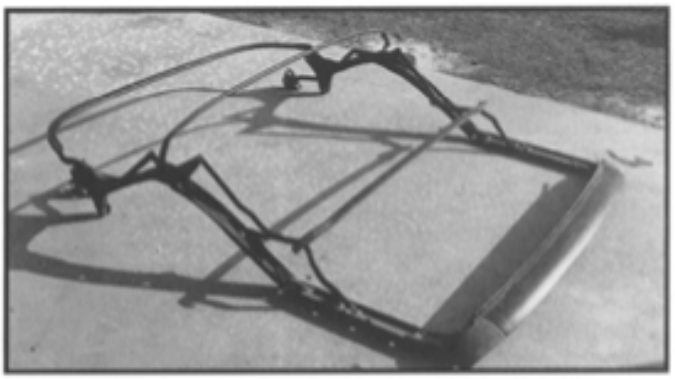

Photo #2

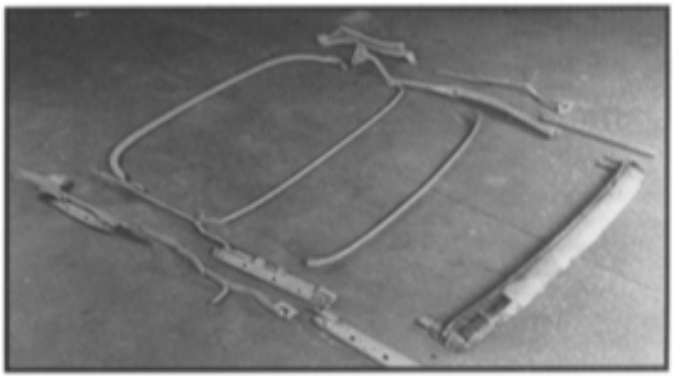

Photo #3

1) If you are installing the fastener kit in a car that has already been assembled install the fasteners at each point, one at a time. If you are completely restoring the top frame disassemble the entire frame. (See Photos #2 and #3.) Remove all fasteners that can be removed with simple hand tools, but do not remove any original rivets or spot welds. Be sure not to destroy any original tack strips that are in good shape, particularly in the rear bow because it is difficult to replace.

2) Bead blast or sand blast each main piece to remove all original paint and rust. (Don't forget to protect the tack strips!) The area that usually deteriorates most is the header bow. Make an assessment of your bow to determine whether it needs to be repaired or replaced. A great deal of rust can be repaired using standard sheet metal and bodywork techniques. Ours was quite rusty, so the rust was cut out and welded. (See Photo #4 and #5). Substantially weakened headers should be replaced.

3) The front and center side frames should be assembled at this time using the contents of **BAG J**. Align the pivot holes in the front and center side frames and install the brass bushing. (See Photo #9.) (Right side assembly shown). Install the nickel plated 3/8-inch hex head bolt from inside the frame assembly. Lock into place using the internal tooth star washer and nut provided. (See Photo #10.) Check for free operation of the pivot point.

4) At this point all of the frame pieces should be painted before further assembly. This means that all fasteners installed from this point on will remain their natural nickel finish.

5) Install the adjusting bolt, nut, and lock washer contained in **BAG K** at the front of the center side rail. (See Photo #11.)

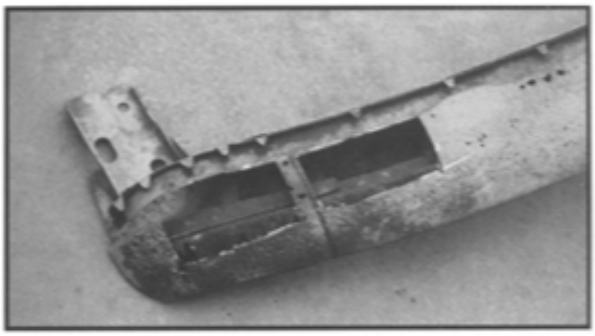

Photo #4

Photo #5

Photo #9

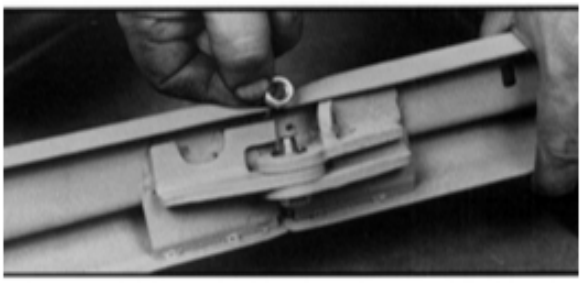

Photo #10

Photo #11

6) The center side frame is attached to the rear side frame using the contents of **BAG T**. Slip the wave washer provided over the special shouldered 3/4-inch head bolt and slip into the pivot hole at the rear of the center side frame. (See Photo #12.) Thread the bolt into the hole in the rear side frame and tighten. Lock in place using the internal tooth star washer and nut provided. (See Photo #13.) Check for free operation of the pivot point.

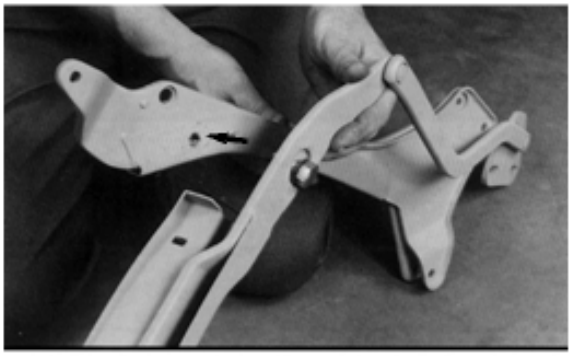

Photo #12

7) The side scissor assembly is attached to the center side frame using the contents of **BAG N**. Slip the plated slot head machine bolt through the center hole of the scissor assembly. Install the wave washer and nylon shoulder bushing as shown in Photo #14. Thread into the center side frame and tighten. Check for free operation. Lock this bolt in place using the Allen set screw provided. (See Photo #15.)

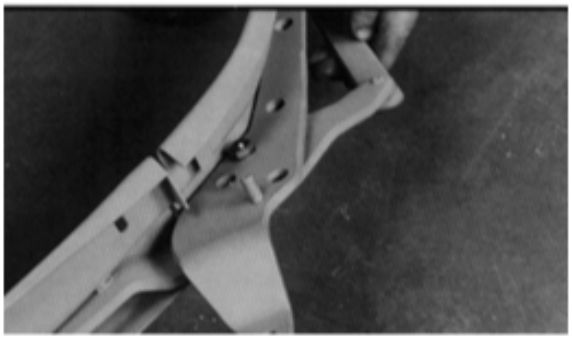

Photo #13

8) Attach the rear of the side scissor assembly to the lead arm on the rear side frame using the contents of **BAG P.** Install all hardware using the same sequence as Step #8 except lock in place using the internal tooth star washer and nut provided. (See Photo #16.) Check for free operation of the pivot point.

Photo #14

Photo #15

Photo #16

9) The side scissor assembly front bracket is attached to the front side frame using the contents of **BAG F**. Install the three counter sunk Phillips machine screws into the counter sunk holes under the center of the front side frame. (See Photo #17.) Slip the side scissor front bracket over the screws from the top and secure using the lock washers and nuts provided. (See Photo #18.)

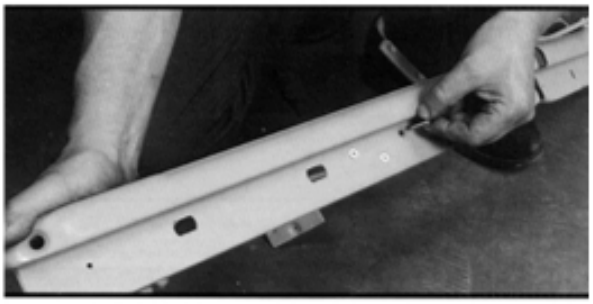

Photo #17

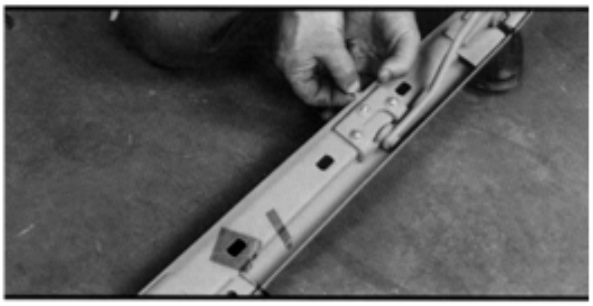

Photo #18

10) The rubber seals contained in **BAG Q** form a water seal between the center and rear side frames. Slip the seal into place at the front of the rear side frame and secure in place by gently tapping on the metal bracket on the side frame. You also may wish to use a little 3M weather stripping adhesive to help hold the seal in place. (See Photo #20.) The screws contained in **BAG Q** will be installed in the roof rail weather stripping later.

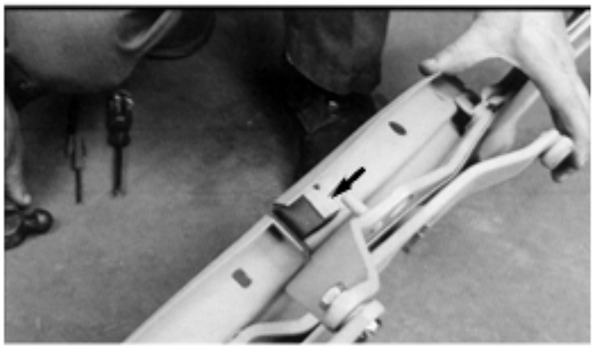

Photo #20

11) Your completed side frame assembly should look like ours does in Photo #21. (Right side shown). Repeat the assembly procedure for the other side and check for free operation of all pivot points.

12) Position the lower angle bracket and face plate inside the rear inner quarter area of the car body. (See Photo #22.) Using the contents of **BAG Y** secure the lower bracket with four 3/8-inch fine thread bolts and lock washers. Install the upper pivot bracket using four 3/8-inch fine thread bolts, lock washers and flat washers. (See Photo #23.) All of the components and fasteners installed in this step should be painted body color or have body color overspray.

Photo #21

Photo #22

Photo #23

13) **BAG X** contains all of the hardware needed to attach the side frame assemblies to the body pivots just installed. Install one of the wave washers in **BAG X** under the nylon bushing flange and install into the body pivot. (See Photo #24.) Slide the rear of the side frame assembly over the body pivot and bushing. Align the holes and install the special 3/8-inch bolt from the inside. (See Photo #25.) Install the fine thread 3/8-inch nut from the backside and tighten. (See Photo #26.) Check for free rotation of the side frame.

Photo #24

Photo #25

14) The rear extension arm and triangle adjusting plate is attached to the body using the contents of **BAG Z**. From the inside of the quarter support area, slip the two carriage bolts through the triangular adjusting bracket. Secure using the flat washers, internal tooth star washers and nuts provided. (See Photo #27.)

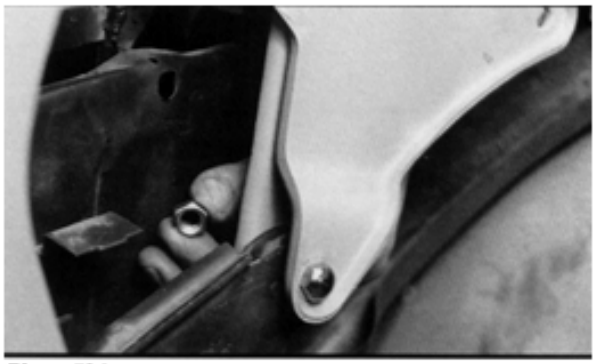

Photo #26

15) Once both side frame assemblies are installed the header bow may be assembled. Position the header bow at the front of the side frame assemblies and install the hex head machine bolts and washers contained in **BAG A.** (See Photo #29.)

Photo #27

Photo #29

16) Retap the holes to 1/4-20 thread. Install the first center bow by attaching to the side scissor extension arms using the contents of **BAG I**. Install the Phillips head machine screws and star washers through the extension arm and into the bow. (See Photo #31.)

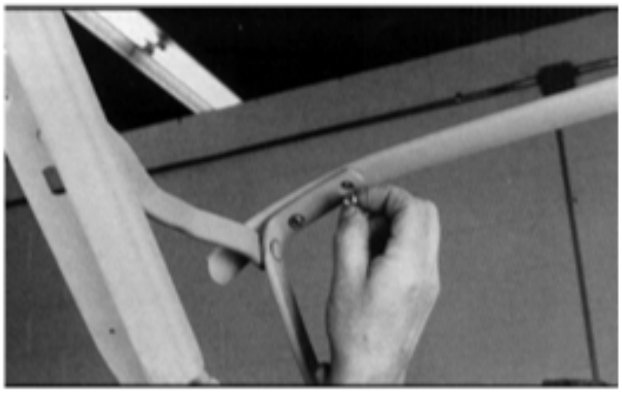

Photo #31

17) The second center bow is attached to the rear side frame extension using the contents of **BAG S.** Slip the slot head machine bolt through from the inside of the rear side frame extension. From the outside install the wave washer and shouldered nylon bushing with the shoulder facing in. (See Photo #32.) Hold the second center bow in position and thread the machine bolt in until snug. Lock in place using the internal tooth star washer and nut provided. (See Photo #33.) Check for free rotation of the bow.

Photo #32

18) The rear bow is secured to the rear of the side frame assemblies using the contents of **BAG V.** Install the slot head machine bolt from inside the rear side frame. Slip the nylon shouldered bushing over the bolt from the outside with the shoulder facing out. Now slip a wave washer over the nylon bushing. (See Photo #34.) Slide the rear bow over the end of the bolt and secure using the internal tooth star washer and nut provided. (See Photo #35.)

Photo #33

Photo #35

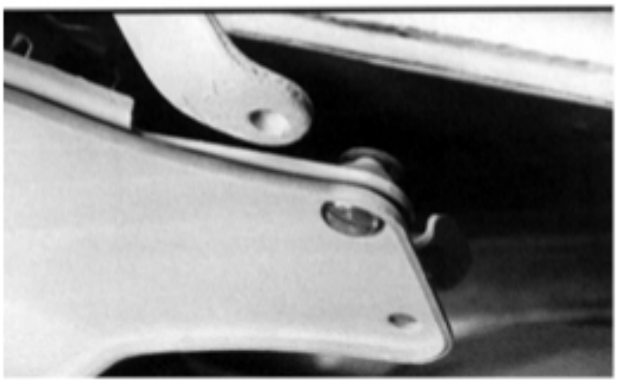

Photo #34

19) Attach the lower end of the top cylinders to the floor brackets using the rubber bushings, clevis pins, and cotter pins provided in **BAG 1C**. (See Photo #36.)

20) Secure the top cylinder floor brackets to the inner body quarter using the 3/8-inch fine thread bolts and star washers provided in **BAG 1A**. (See Photo #37.) Secure the brackets to the floor and using the 5/16-inch bolts, star washers and flat washers supplied in **BAG 1B**. (See Photo #38.)

21) Install two of the nylon bushings provided in **BAG W** in the upper eyelet of each top cylinder rod after slipping a wave washer over the shoulder of each bushing. (See Photo #39.) Align the rod with the rear side frame and install the bolt from inside of the frame. Secure using the nut provided. (See Photo #40.)

22) Attach the top hoses, pump, etc., and get the top frame in working order. Adjust using the procedures outlined in *The Shop Manual* for your car and the *Body by Fisher Manual*. Now it is time to take the car to the top shop and install the top pads and top. The top pads are secured to the second center bow using the screws and washers provided in **BAG R**.

Photo #36

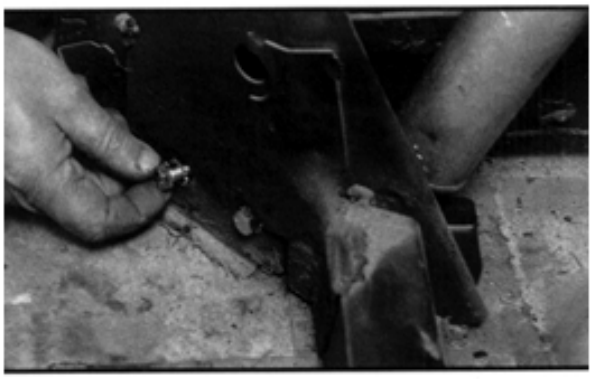

Photo #37

Photo #38

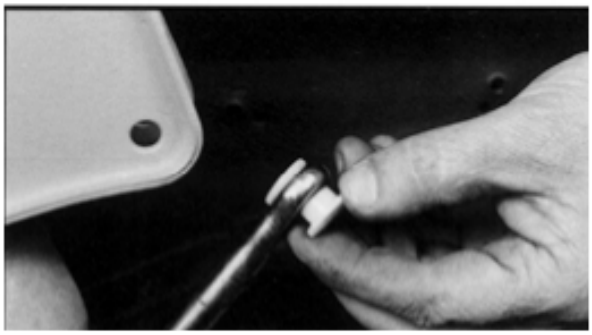

Photo #39

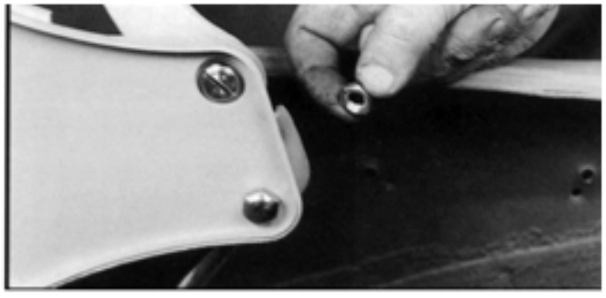

Photo #40

23) Once the convertible top is installed the roof rail weather stripping may be installed. The front side frame weather stripping may be installed using the flat washers, star washers, and nuts provided in **BAG E**. The center side frame weather stripping can be installed using the star washers and nuts contained in **BAG M**. **BAG U** contains the nuts and washers needed to attach the rear side frame weather stripping.

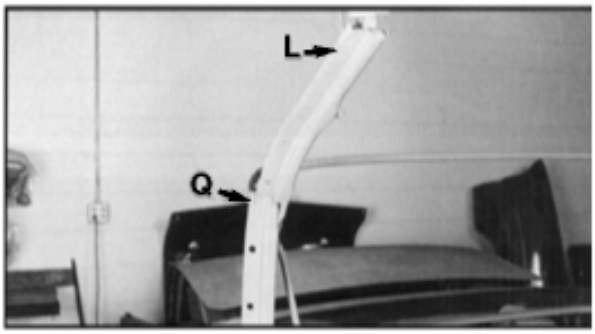

Photo #42

24) Once the roof rail weather stripping is in place and adjusted for proper fit the screws and washers contained in **BAG C** secure the roof rail weather stripping at the points shown in Photo #42 and Photo #42A. These screws were installed in original cars.


Photo #42A

25) The header to windshield seals should be installed using the retaining strip and screws. Notice the "fat" seals go to the rear, skinny edge next to the top header and the "thin" seal goes to the front. Both seals are secured in place with the metal retaining strip. Install the latch mechanisms and latch plates. (See Photo #44.)


Photo #44

26) Install all remaining hardware such as the latches, striker pins, and hold down strap loop. Once completed check for smooth and proper operation and make any additional needed adjustments.

You now have a brand new, correctly restored convertible top frame!