

INSTALLATION INSTRUCTIONS

Triumph TR4A, TR250 and TR6

A. Prior to placing the top on the car:

1. The back part of the convertible top will need to be unfastened from its attachment point on the rear deck. The first step is to loosen the front fasteners of the convertible top and raise the front edge slightly so that the top is loose. Next, from the inside of the car, access the metal bar and bolts which secure the rear edge of the top to the car deck. Remove the bolts and fold the cloth top into the normal top down position (or the cloth top and frame may be removed entirely at this time). Retain the rear deck mounting bolts for reinstallation of the convertible top. If the top frame was removed, replace the six frame mounting screws into the mounting brackets.
2. Place the supplied aluminum adaptor plate (one per side) behind the top screw of the convertible top frame mounting plate and bolt in place.
3. Remove the front fastener bolts from the hardtop.
4. Clean top of windshield frame and rear deck area.
5. Lubricate the bottom of the deck rubber of the hardtop with a silicone lubricant or Vaseline.

B. Place hardtop on the car:

1. Make sure that the side window moldings are not pinched between the top and the windshield frame. These moldings will be trimmed later.
2. The front fastener bolts are installed from the bottom side of the windshield frame through the holes that are used for the cloth top fastener. Carefully cut the windshield frame vinyl which covers this hole and insert the fastener bolt through the frame and the top attachment tab. Place a washer and nut on the fastener bolts and start to tighten the bolts.
3. Unscrew the rear turnbuckles almost completely and insert the hook into the aluminum adaptor plates which were attached to the convertible top frame.

Note: The hardtop is molded with a high degree of inward camber in order to provide a tighter fit at critical points on the rear deck (when completely tightened down). As such, the top will not appear to fit correctly when first placed on the car.

However, as it is tightened down the rear flange will begin to fit properly.

4. Tighten the front fasteners first and then the rear. While tightening the rear turnbuckles, pull out the sides of the top. Also, push down and forward on the rear flange of the top (below the window). Work both sides alternately a little at a time to assure that the sides are tightened down evenly. (Alternatively, you may use a spanner stick to spread the sides apart while tightening down the turnbuckles).

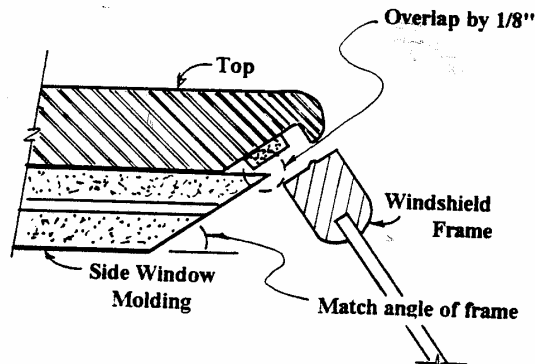
Please note that the fiberglass will tend to conform to the shape of the car after the first fitting but will still retain some of the spring to assure a good seal. Subsequent installations will be much easier than the initial fitting.

5. Trim the rubber seals around the door windows with scissors or knife (see Fig. 1).
6. Check the side window molding to assure that the moldings are making full contact with the glass. In some cases shimming of the molding may be required (see enclosed instructions) or the window winding mechanism stop may have to be adjusted to achieve proper window height.

C . Maintenance of the top:

1. Side window rubber molding may be lubricated with a silicone base wax or Vaseline
2. for easy winding of the windows. Similar lubrication may be used on the deck rubber seal if squeaking occurs.
3. If painted, keep surface waxed to preserve the gloss finish. On vinyl tops, clean periodically with a vinyl cleaner and coat with a vinyl top sealer.
4. The rear window is Plexiglass and caution should be exercised to prevent scratching. Clean with mild soap and sponge or soft cloth. Dry with a chamois skin - keep dirty rags away from the window. A plastic wax such as "Mirror Glaze" can be used to wax the window.

If the top is to be painted: Mask off rear window with cellophane or a non-porous material to prevent thinner fumes from attacking the Plexiglass.



IF THE TOP IS PAINTED AND THE HARDTOP IS EQUIPPED WITH A PLEXIGLAS REAR WINDOW: Mask off rear window with cellophane or a non-porous material to prevent thinner fumes from attacking the Plexiglas window. Use normal body shop procedures for prepping and sanding surface to be painted. The factory prime coat is Urethane, no sealer is necessary, and is compatible with all topcoats Caution: **The factory primed surface must be top coated before being exposed to the weather.** Failure to topcoat over the prime coat can cause blisters or delamination and will void the warranty.

. **Warranty:** All Smooth Line Hardtops are warranted to be free from defects in material or workmanship and are warranted for one (1) year from date of purchase. Smooth Line will, at its discretion, repair or replace at its factory, without cost, any part that fails in service, upon our inspection, within the warranty period. The warranty does not cover freight, labor, failure of related components or failure resulting from alteration, misuse, accident damage, faulty installation, color coating, or faulty repair. For warranty service for a Hardtop purchased from a distributor you must make all arrangements through that distributor. If purchased directly from Smooth Line contact Smooth Line sales department. Warranty for all components must be supported by the proper registration documentation including the original shipping invoice. At no time are Smooth Line Hardtops returnable for credit or refund for any reason.

Returned Goods: Written authorization must be obtained from Smooth Line and the distributor before merchandise may be returned for warranty service. All merchandise must be properly packaged in non damaged condition. An itemized packing slip, showing invoice number and date, with full explanation of reason for return must be included. All returns must be sent freight prepaid. All costs relative to a return are not reimbursable.

The above terms and conditions pertain to all orders and will be strictly applied. Please do not ask for exceptions.

