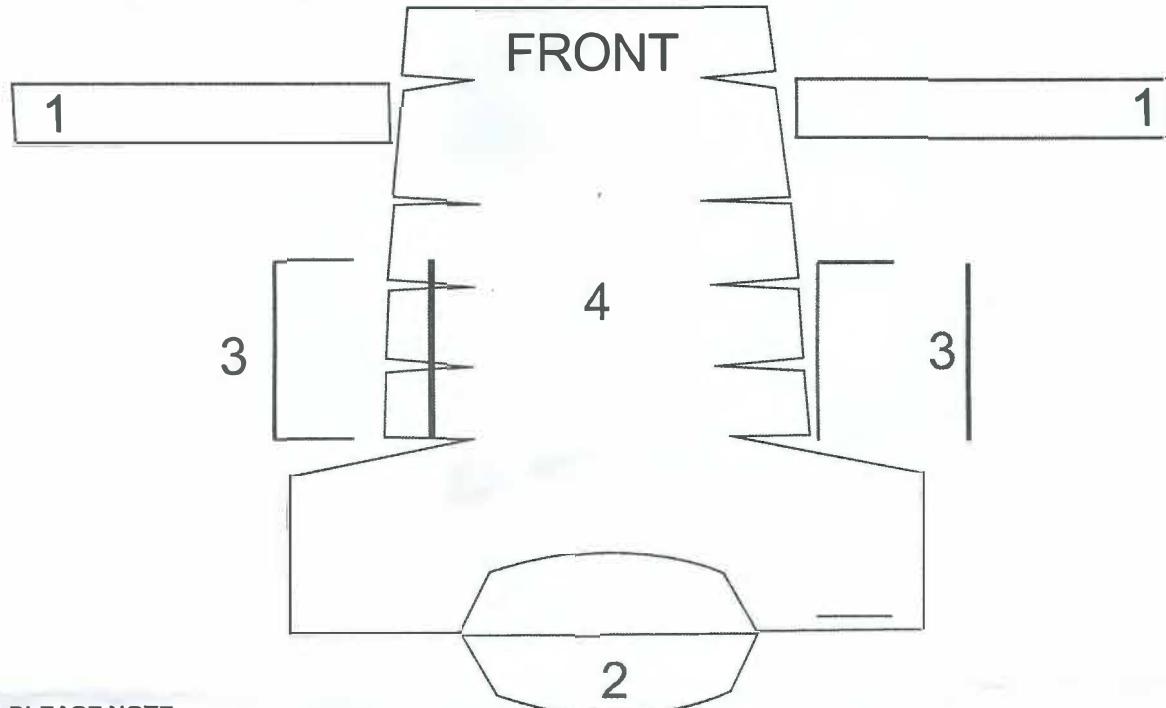




HEADLINER KIT

INSTALLATION ORDER:

- #1 DOOR POST PANELS - SUPPLIED AS ONE PIECE - SEPERATE BEFORE INSTALLING
- #2 AROUND REAR WINDOW AREA
- #3 BELOW REAR QUARTER WINDOWS
- #4 MAIN HEADLINER



PLEASE NOTE:

THIS PARUZZI HEADLINER IS AN EASY AND ATTRACTIVE REPLACEMENT HEADLINER FOR YOUR CAR. IT IS NOT AN EXACT O.E. REPLACEMENT. IT HAS ONE LESS BOW ACROSS THE HEADLINER AND DOES NOT HAVE AS MANY SEAMS IN THE WINDOW AREAS AS THE ORIGINAL HEADLINER FROM YOUR CAR.

HEADLINER REPLACEMENT INSTRUCTIONS

Installation actually starts with the stripping and window removal. Broad-bladed screwdrivers or putty knives are used to pry the rubber window frames away from the body.

The first step of this procedure is to loosen the outer lip of the rubber frame from the body by sliding a screwdriver around between the body and the rubber frame. Then, working inside the car and starting at the bottom of the window, use a putty knife or screwdriver to squeeze the inner lip of the rubber window molding back over the frame towards the outside of the car. After the molding running the length of the bottom of the window has been displaced over the top of the metal window frame, the window can be swung out and up, and clear of the frame opening.

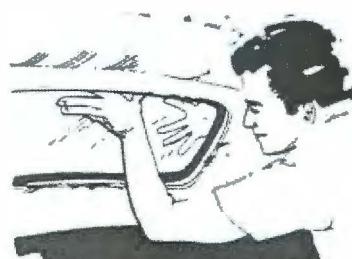
Do the side windows first, then tackle the rear window. On the rear window, begin at the top, and, when the top and sides of the window have been loosened, reach through the side window opening with one hand to steady the back window while you press it free from the inside with the other.

The rear seat and backrest come out, the back rest being held by two hinge bolts at the bottom. The side panels are removed by snapping them free.

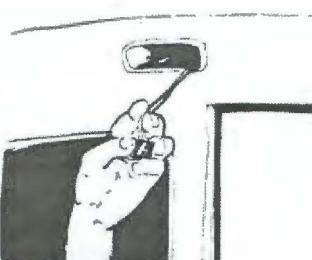
All the old headliner is removed, except a section of the lining below the side windows extending about 2 inches back from the door post. Don't worry about the original cardboard tabs inside the roof channel except that over the windshield tabs should be forced well back in to the channel as this is the one place where cardboard tabs will be used for anchoring the new headliner.



1. Work the inner face of the rubber window molding out over the metal window frame while a narrow putty knife holds the displaced molding from popping back over the frame.



2. The rear window has the molding pried free from the top and the sides, then is swung out of the frame by reaching through the side window opening.



3. An important precaution. Tape the domelight wires so you don't short out the wiring and battery while replacing the headliner.



4. Post cover piece is fitted into fastener strip at door edge before fastener can be taped down to secure material.

All headliner bows are the same length in the Volkswagen, so while they should be salvaged, don't worry about their order of replacement.

The new headliner, with cardboard inserts at the front and the rear window cutout at the back, should have the bows inserted in the pockets before installation begins.

Then, starting with the front, and first centering the headliner as closely as possible, poke the cardboard grips into the channel over the windshield. The bows are slid along the roof channel and the headliner is pulled back against the top edge of the rear window frame.

Stretch the lining back until the rear bow almost touches the channel over the rear window. Use clothespins or spring clamps to hold the headliner firmly in this position while fitting is done inside.

First cut the bow pockets slightly to smooth the curve of the liner, pulling the liner down and out through the side windows as you proceed. More clips and clothespins should be used while this work progresses.

It is generally better to work from the front of the car towards the rear, snipping at the bow pockets and working out wrinkles as you progress.

The most difficult fit is at the rear corner, and here the 3-M adhesive #1099 should be employed. Coat the top of the fender well under the rear seat liberally and use this to hold the quarter panel section as you work the headliner down and back.

As you approach a perfect fit, apply 3-M adhesive around the window frames and remove the clips and clothespins.

It will be quickly discovered that this original VW-fabric handles beautifully. It stretches well without losing its strength or resiliency. Don't, however, make the mistake of trying a steamer. It won't work on this material.

At the top of the door posts the headliner is folded so that a fold seam runs diagonally from the corner of the window to the upper corner of the door opening in such a way that it will be secured by the hand strap.

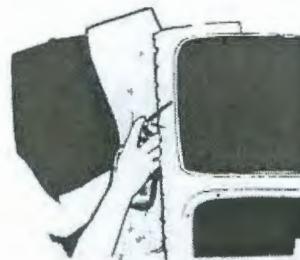
Returning to the headliner over the windshield and doors, you'll need to carefully cut back into the fold running out from the cardboard at each end of the windshield. This will be necessary to remove a wrinkle and hard spot that will appear when the headliner is drawn tight against the clips over each of the doors.

Only after this has been done should the material be wedged into the headliner clips over the doors. Double the material over the doors first to prevent cutting it with your putty knife blade as you force the liner into the clip recess.

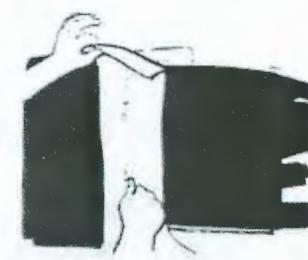
The lower section below the rear window is cemented in place, as are the short sections under each of the side windows. Make a fold seam to give an attractive and trouble-free appearance where these panels overlap the headliner.

Before installing the windows, check the job thoroughly, for the material can still be worked free of the adhesive and wrinkles and soft spots removed. Once the windows are in place, it's probably too late to correct any errors.

An experienced trimmer, working alone, will do this job in 2 hours and will turn out a job that is equal in quality to that of original equipment.



5. Spray both fabric and post with glue and let dry about five minutes.



6. When glue gets tacky put fabric over post and rub along contour so that the leatherette adheres to the contour.



8. VW bows are all the same length so no precautions are necessary to get them in the proper pocket.



9. The headliner is held over the front window with cardboard strips that are slipped into the channel made for this purpose. Models ranging from 1968-1977 do not have cardboard strip. On earlier models a tool is included in the kit for this step.



10. The cardboard grips have been slipped in place over the windshield, and leaning back over the front seat, spring the headliner bows into place over the roof channel.



11. Bows in place and bow pockets clipped, use clothespins or spring clips to hold headlining in place as fitting progresses. Note position of rear bow in relation to rear window. Cut out material for rear window opening. Leave approximately 4 inches extra so cuts can be made for curves around window. Not illustration. (Save material that was cut out for place below rear window.)



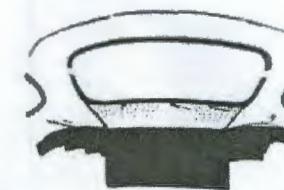
12. Using 3-M adhesive coating, spray the fender-wall which holds the quarter panel section securely, as you work the material around the curve between the side and rear window. Then apply adhesive around the window frames and remove the clips and clothespins.



13. The handstrap mounting bracket holds this folded edge snugly against the door post upholstery and provides a pleasant finishing touch.



14. Now that rear area is finished, glue leatherette post cover portion that extends below window. This cover edge of headliner. Not illustration.



15. With material left over from rear window cut and fit a piece for lower section below rear window and cement in place. Make a folded seam to give an attractive and trouble-free appearance where panels overlap the headliner.