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INSTALLATION INSTRUCTIONS FOR DR PANELSTEINS CHOPPED-TOP HEADLINER ADAPTER KIT

Dr Panelsteins Chopped-Top Headliner Adapter Kit is designed to take a very long and difficult process and reduce the time, labor and skill required to complete this important task.

APPLICATIONS: This Kit would apply if your working on getting a readily available Molded and Formed ABS Plastic Headliner Kit to adapt to a vehicle that has no direct application.

- `31-34 Chevrolet Coupes-- With the adapter Kit and RD3712-Ford 30-34 Molded Headliner can be adapted to fit

Or there is an application but you have changed the sheet metal for a true custom look.

- `31-34 Ford Coupes and Trucks would require an Adapter kit for a chopped top **ONLY** if the cab is being extended. Chopping the top on these models only brings down the roof and does not enlarge the interior sheet metal/wood.
- `37-46 Chevrolet Trucks-- Chopping the top and the Adapter Kit
- `47-55early Chevrolet Trucks-- Chopping the top and the Adapter Kit
- `38-47 Ford Trucks-- Chopping the Top and The Adapter Kit
- `48-52 Ford Trucks-- Chopping the Top and The Adapter Kit
- `53-56 Ford Trucks-- Chopping the Top and The Adapter Kit
- `61-66 Ford Truck-- Chopping the Top and The Adapter Kit
- Any of the above on an extended cab application would require the purchase of (2) headliners and an Adapter Kit. (please call first, "Our motto, Call Twice, Cut Once".

This kit will enlarge a ABS Molded Headliner up to 2-1/2" in both length and width.

Note: Length= distance from the front windshield to rear window.

Width= distance from door to door

Note: This is more than needed on 90% of the Chopped-Top or adapted Applications. Should you need more remember the above motto and "CALL US". There is nothing more important to us than helping others get through what was once thought to be "Black Magic".

HOW THIS KIT IS GOING TO WORK:

“The Traditional Method” was to heavily wax the roof outside of the vehicle, then lay down sheets of fiberglass mat and resin, build that up to 1/4”+, once cured pop it off the roof, die grind it into four pieces, fit it up inside the vehicle mark the overlap. Take it out of the car and grind the pieces till it fits, then re-fiberglass this mess back together, grind smooth, cover in foam and fabric and reinstall back into the vehicle somehow. This is a 28 hour process- “if your good”- spread over a 5 day period. This is on top of all the hard, hard work you have already put in cutting, welding, grinding and sanding sheet metal for that “One of a Kind Look”.

“The New Method” is to take a Molded ABS Headliner designed and trimmed to fit the original vehicle and use ABS strips (that are molded to the same radius as the original headliner) in the Adapter Kit to give this new custom headliner that extra little width or length needed for a perfect fit.

Tools required: (Not included)

- Utility Knife
- Sanding Block (40 grit)
- 1 Can Spray Cement Adhesive
- ABS Cement

Lay out all pieces: (Included in ADAPTER KIT)

- 3 Large radius ABS plastic Length pieces
- 3 Small radius ABS plastic Width pieces
- 2 Flat long ABS plastic Fill strips
- 2 ABS plastic Quarter Panel repair strips 16”x 12”
- 1 Bag Dualloc Tabs
- 1 Headliner Kit (Sold Separately)

INSTALLATION:

There are many different ways to approach this project. I find that the best way is to tackle it just like you did when you cut the sheet metal originally. Some Chopped-Top applications only require additional length. most require an increase in both length and width.

Only need to add width: this would be for adapting a Untrimmed Ford `30-34 Headliner (RD3712) to fit a `31-34 Chevrolet Coupe.

- 1) Put the Molded ABS Headliner into the vehicle. We know its too small but this gives us a little idea as to how much we’re going to have to add to the headliner to get it to fit.
- 2) Now, with the headliner in the vehicle Measure the distance that the headliner is short of the length of the roof. Take the headliner out and place on the work bench. Remeasure the Length of the cab (windshield to rear window). Measure the headliner and compare with your original measurements taken with the headliner in the vehicle. When you have determined that the two different measure meets are similar we can move on. Note: The ABS headliner have some forgiveness in it’s flexibility but it is better to have the correct information before you begin

- 3) With the headliner on the bench find the center. A perfect midpoint is not necessary, we're only looking for an area that has the least curves at the edge, (no compound curves). Draw a straight line across the headliner (this would be from door opening to door opening), using a grease pencil or a silver Sharpe pen. score the headliner along the line with a utility knife and break the headliner into two pieces, starting at the edge of the headliner and bending the headliner away from the score line. Block sand the rough edges with 40 grit sand paper till smooth, remove any burr with the edge of your utility knife.
- 4) Layout the two headliner pieces back on the work bench. Using are careful measurements, space the two apart till we get the required gap between the headliner panels. Sometime it's a little easier to temporarily tape the panels to the bench while working out the math.
- 5) From the Adapter Kit grab the Small Radius Length pieces. There are 3 include in the kit, one for support, one for filler and an extra for when you figure out how it is supposed to be done.
- 6) Layout the New Adapter Piece and place it under the larger rear panel of the headliner. Allow at least a 1/2" of glue strip. measure the extra length that your going to need and place the smaller headliner panel over the Adapter strip till you achieve the required additional length. (use more masking tape to hold this all together while working out the math. The smaller headliner panel should also have a glue strip of at least 1/2". Keep refitting, retying till the Adapter Strip is centered between the to headliner pieces and is spaced the correct distance. If we get this right there will be very little trimming to do alone the edges. It is always better to have too much than too little but good math is always the best way. **This step is when we spend the most time getting it right.**
- 7) When we're sure, mark the strip with the Sharpe on both side for proper location and distance. run a pair of lines of masking tape the length of the strip along the sharpe line in the area that we are adding to the headliner. The purpose of this is to give us a visual as to where we want the headliner pieces to end and to prevent glue build up on the Adapter Strip for later when we want to glue down the filler strip. Trim the Adapter Strip 1/2" from the final headliner edge, this gap will be filled later by the filler strip and not create a build up along the edge of the headliner.
- 8) Using ABS pipe cement lay a thick bead along one edge of the Adapter Strip, place the Larger headliner piece on top of the Adapter Strip and align with your marks. Be sure to properly support the panels on a flat surface while the glue dries. Use lots of weights to keep the pieces flat until the glue dries, 1-24 hours (the longer the better).
- 9) After the glue has set, remove the weights and block sand the glue joint until it is smooth and level. Sometimes we'll apply an additional coat of glue to fill in any holes. Let dry and sand smooth. (Another case of "More is better"). **You could test fit the pieces back into the vehicle to check for any required realignment issues.**

- 10) If everything looks OK, lay down a bead of ABS pipe cement on the other side of the Adapter Strip and place the smaller headliner piece on top and align with your marks. Again using lots of weights to keep the pieces flat until the glue dries, 1-24 hours (the longer the better).
- 11) After the glue has set, remove the weights and block sand the glue joint until it is smooth and level. Sometimes we'll apply an additional coat of glue to fill in any holes. Let dry and sand smooth.
- 12) Test for fit. If we're too long we could cut the Adapter Strip down the center, take out the extra and glue in the filler strip to hold it all together. The same goes for if we're too short, cut the Adapter Strip down the center, take out the extra and glue in the filler strip to hold it all together.
- 13) If it all fits in the vehicle, lay the headliner back on the bench, remove the masking tape on the Adapter Strip and trim the Small Radius length Adapter Strips to fill in the gap left by our new Adapter strip. Trimming should go fast as we don't require a tight fit and the glue will fill in any gaps. Let the Adapter strip run long, rough trimming to within 1/2" past the finished edge. glue and be sure to properly support the panels on a flat surface while the glue dries. Use lots of weights to keep the pieces flat until the glue dries, 1-24 hours (the longer the better)
- 14) Once dry trim the filler strip flush to the rest of the headliner, sand smooth.
- 15) Once you're happy with the fit, you're ready to upholster the cover with fabric. To insure the entire panel is covered, allow 4 extra inches around the entire panel. Use only a high temp contact spray adhesiver (3M Super 90). Start in the center: spray both the back of the fabric and the panel—2 square feet at a time. Take your time. If the fabric has a grain or a pattern keep it straight on the center of the panel.
- 16) On the back of the panel, glue the fabric over the edge tape and trim to within 1/2" - 3/4" of the edge.
- 17) Re-install the headliner in the vehicle and press in place.

Troubleshooting:

Sides not flat or extras items in the way- ABS is very flexible. Sometimes we'll trim away the panel for the problem and glue extra stock material to the panel to deal with the issue. We've even used ABS sewer pipe cut up into sections to make the necessary angles to get the panel to work right.

Nothing to attach or support the panels to-- Use the extra stock that has been trimmed off and bend into 90 degree angled brackets using either a propane torch or a heat gun. Attach the brackets and panel with more Dualloc Tabs in the areas that need it.

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