

Fbodywarehouse Cars & Concepts Weather Kit

Thank you for ordering the Car and Concepts t-top weather seal kit. This will produce a good replacement for your worn or damaged CnC t-top seals. As many know replacing the seal on these cars has been nearly impossible.

There is no reproduction and hence while restoring a 1978 Trans Am we decided to create something the average owner could use and also have a nice appearance. While not dead on to the stock appearance this kit will allow you to create seals at home for your Cars and Concept t-top equipped car. This install requires the skill level 3 on a scale of 1 to 5 with five being the highest. If you are not

comfortable performing the installation your local mechanic should be able to install these smoothly. Note with pricing at \$149 this kit is priced at the cost of the materials provided and not marked up. It is simply a product that needed to be produced. We hope once your install is complete you will again be able to enjoy your car even on those rainy days!

KIT INCLUDES:

2 Metro trunk seals

1 Metro hardtop body hull weather seal

1 Tube of 3-m Super weather seal adhesive

1 Section of flat rubber to be trimmed into quarters.

1 Tube Super Glue

Printed Instructions.



Directions for use: DAY ONE

(Note we took 4 days to complete our installation, which included the various dry times of the glue etc. Depending on your install conditions you can achieve this in a much shorter time span. This is a recommended time frame to ensure proper dry times.)

1. Thoroughly PHOTOGRAPH YOUR SEALS FOR INSTALL REFERENCE. Remove your primary stock weather seals from the car. We have a video highlighting the removal of Fisher Brand Seal which may be helpful this video can be found here: <http://youtu.be/JkJmLSKij5E> Try and keep the 4 end caps fairly intact. The areas where the t-top ends and the A pillar and B pillar posts begin. It is good to have them for reference as you install the seals.
2. Once the seals are removed ensure the channel galleys are clear and do not have left over debris from the stock seals.
3. On the large U shaped openings take one trunk seal per side and remove it from the package. NOTE the seal will be about 2 foot longer then needed. Do not cut these down yet.
4. Starting at the A Pillar (front where the t-top begins) leave a 8 inch over hang down the window of the seal (This will be trimmed down later). Looking at the seal you will notice it slants and folds to one direction. The slant should be facing the inside of the car. Meaning when you lay it in place and push down with your hand the seal will fold onto itself with the top lip facing the front seats and NOT outward towards the front of the car.
5. The seal will be able to be pushed into the channel where the other seal once resided going around the opening of the U shaped t-top area. Using the provided weather seal adhesive lay a bead into this channel and then squeeze in the seal and it will slip and "snap onto the channel securing



itself into position. Follow this process around the U opening and back to the B Pillar connection point at the back side of the window. DO NOT TRIM the excess off tight to the car, allow for 8 inches of extra material and then trim off the excess leaving an extra 8 inches of overhang to lay down the window.

6. Reinstall the t-top glass back onto the car and let sit for 24 hours. This will compress the seal down and it will create a water tight seal while gapping out to your specific cars gaps.

Directions for use: DAY 2

NOTE You will notice after the seals have set under the glass overnight they will have compressed some. This process will continue for about 3 days after the completion of the total install. You will find the seals compress down tight and will then look much more stock in appearance.

1. Remove the hardtop weather seals from the package. You will be installing these up the A Pillar channels and the B Pillar channels. Lay a thin bead of the weather seal adhesive provided and attach the low front side mounting tab. (You can use a screw instead for a tighter fit if you wish.
2. Run the weather seal up to the top of the pillar and lay it under the excess of the trunk seal installed the previous day. The trunk seal should drape over this seal we are now installing. This will become your blend point down the road. Let the seal hang across the area where they seal.
3. Apply more adhesive down the B Pillar post weather seal channel. Attach the B Pillar post lower mounting tab or replace with a screw if you choose. Repeat this process for the driver and passenger sides.
4. Allow to dry 24 hours. Do NOT have the t-top glass installed while this seal dries.

Directions for use: DAY 3

1. Today you are back trimming the seals and creating the blending or “transition” points.
2. You will need the 3-M weather seal adhesive, Super Glue, and flat rubber material for this task.
3. You will want to now trim the U trim seals back so they butt up TIGHTLY to the body hull seal. We suggest trimming back close first and then leave about an extra 1/2 of an inch. You should be able to compress the seal and then tuck it behind the body hull seal. Note this must sit tightly to the body hull seal. Do this on all 4 corners.
4. To remove the excess body hull seal (area where the t-top rests when installed on the car) at this point measure the distance with the t-top resting on the car (not latched down) Mark with a pencil the trim points. This is important to also note the ANGLE of the cut as this should be done on a diagonal cut to the same angle as the unit on your t-top. Do these measurements on all four corners. Note this can vary car to car as was an aftermarket install so you must measure your units on BOTH sides of the car prior to cutting.
5. NOTE the sections you are about to cut out, if cut cleanly using a razor knife or blade, will be able to be installed onto the t-top if you choose so make clean cuts! Go ahead and trim the excess now on both sides of the car.
6. Lay the t-top into place on the car now if using your stock seals on the t-top.
7. NOTE the new body hull seals will appear oversized when beside the stock units on the t-top. Do not worry these will compress also in a few days as well.
8. You should have a tight fit between the seal on the body and the seal on the car.
9. If using the rest of the remaining seal on your t-top, stop at this point, and continue on to the “Blending the seals section DAY 3.



Blending the seals: DAY 3

1. It is now time to connect and blend the seals together. NOTE the super glue will serve two purposes. When used very lightly (just a dab) it will connect the seals together from the U shaped openings to the A and B pillars (body hull seals). When used with a heavier application it will “melt the seal together creating a “joint” In the previous steps we talked about not trimming back the U seals (trunk seal) all the way back and instead leaving about a ½ inch extra and tucking it behind the body hull seal. Now you can trim this back you need to have a TIGHT seal against the side of the body hull seal. Once trimmed creating a tight seal add the super glue to the two connections. You can apply a light amount to connect them. Later we will apply a thicker bead if desired to melt them together more.
2. You want the body hull seal to still sit at a proper horizontal angle to line up with the t-top seal and the top of the window glass. Refer to our pictures or to your starting pictures to note this angle better.
3. We are going to move onto the water flap which is the small section of rubber seal we have provided in this kit. This transitions the water channels from the U opening and then allows water then to roll off the roof and down the window glass. You will note currently you have a “wall” created by the body hull seal. You can make this water “ramp” by taking the rubber seal and you will trim this down into 4 equal sections. Once trimmed into 4 sections take one section and trim it to fill the channel and then drape onto the top of the door hull seal and lay flat onto the water channel on the actual roof.
4. Once you have this flat section of rubber creating a “ramp” and trimmed down to size you can apply the weather seal adhesive to the backside of the rubber seal and apply it to the roof. This should create a ramp for the rain water to then roll and flow down the outside of the door glass. NOTE you can trim the body hull seal down a notch to lower the height of our “ramp” if you feel the pitch is too high. The seal is a hollow core though so be sure not to trim down and through to the hollow core.

IMPORTANT NOTE

5. Let adhesive and glue dry. Once dry install the t-tops back onto the car and roll the windows ALL the way up. Shut the doors and allow 24-48 hours.
6. When you come back to the car you will once again note the seals have compressed further creating a tight seal and this will continue to compress with time.



Sealing the joints and finishing up DAY 4

To blend (FUSE) seals together: Eliminating the sloppy joints will greatly improve the overall appearance of your weather seals. Earlier we used Super Glue to bond them together now you can fuse them or give them a melted together appearance. At the sloppy joint connections use a slightly larger amount of super glue and this will actually melt the seals together. Allow a longer dry time.

Building up any gaps using weather seal glue: GM used a tar type of material to back fill any gaps and the provided 3-M weather seal adhesive will do the same thing. Any gaps you feel need filled for either a tighter seal or for appearance can be built up by applying several thin layers of the adhesive provided. This will slowly create a foundation and once dried improve the look and quality of the seal installation.

