BN6-BN7 Hardtop Restoration

By John Homonek

Here is how I restored mine:

I disassembled the hardtop - but did this with a camera in hand. Take many pictures...and take way more pictures than you think you need of each little piece and connector and how it fits. In addition, document everything in detail on paper. Bag all of the screws, nuts bolts and other fastener pieces as they come off and identify where they go and the quantity of each. You will go to a hardware store later to replace all of these.

Send the aluminum trim pieces out to be polished or anodized and the chrome to be re-chromed.

Polish the Persplex rear glass
Order a vent kit from Bill Bolton at TRICARB@aol.com, measure the cutout and cut it with a Dremel tool.
At the time of this order, also order the headliner, seal, weather strip kits and necessary wood parts from Bill.

Send the fiberglass shell to someone who can repair the stress cracks, prime it and paint it with the hole for the vent already cut in it.

Send the headliner to an upholsterer to be covered on the frame.

I covered the side panels and padded front piece myself.
Buy 3M Strip Caulk (dum-dum) and 3M weather strip adhesive and a lubricant called Sil-Glyde, a silicone gel in a tube. Sil-Glyde is available at NAPA stores and at Amazon.com.
Buy new catches from Moss
Bill Bolton also makes the wood pieces for me that go on the back of the upright aluminum trim.

Paint the uprights inside the rear glass the and front catch brackets a gray color such as Valspar Medium Gray 65041 and clear coat it to soften the color.

Wire brush and paint the posts that go into the body of the car a gloss black. Print all of the pictures you took before and match the prints with the notes that you took.

Go to a hardware store and buy replacement screws, washers, bolts and a few extras of each (I used a lot of stainless on mine). You will probably have to make more than one trip to the hardware store.
When the shell is returned, paint the shell the appropriate color and then glue the vinyl on the inside of rear bottom aluminum piece.

Put aluminum pieces back around the shell in this order: front piece, side pieces and then attach the small alum plate with little screws and now attach the wood pieces and posts that go down to the holes in the car on each side.

Attach the window opening pieces and then bottom alum piece. NOTE: Every piece of aluminum should have dum-dum behind it to keep water out. This takes the most time and the fit is important as the fiberglass really wants to be flat again.

Glue in vinyl in front corners
and re glue the carpet pieces that you found under the headliner frame upon disassembly.
Once the shell is now outlined with aluminum, the headliner that floats can be pushed into place.

Attach the gray inside rear supports in the rear glass opening.

Now comes the rear glass. Line up new rubber next to old and cut much at the same angle but maybe a 1” longer….double, triple check you measurements with the rubber and the opening you are trying to seal on top and bottom.

Then, a tri-angular rubber piece goes in the outside center to spread the seal and hold it in place. Use the Sil-Glyde on this process.

Now attach the inner and outer rear seal that floats down to the body on the rear shroud. Attach and glue the weather strip into place on the front and sides.
Push on the measured and precut basket weave white cloth inner pieces on front and around side screen areas. These help hold on the weather stripping there also.

Carefully fit on the car and see how the fit is. It may need to move forward or backwards. Use your side curtains too. They may have to be ground down and smoothed out. Adjust as necessary by bending posts and shortening or lengthening hooks on catches....not much fun either
When you are finished, you will have a beautiful hard top on the inside:
And on the outside.