

# Installation instructions for 3 part main targa seal

This is how I believe this seal is best installed. At least the easiest way I have found. If you find a better way, please let me know so I can pass it on. You will probably want to read this completely before you start, and keep it handy while you are installing so you can reference it. I estimate the novice will require no more than 2 hours to do this.

- 1- Remove the old seals, to include the lower targa seal. This requires as you will not be able to fit the main seal with the lower in place (at least not very easily).



- 2- Place the new inner clip on the upper lip where the old seal came off.

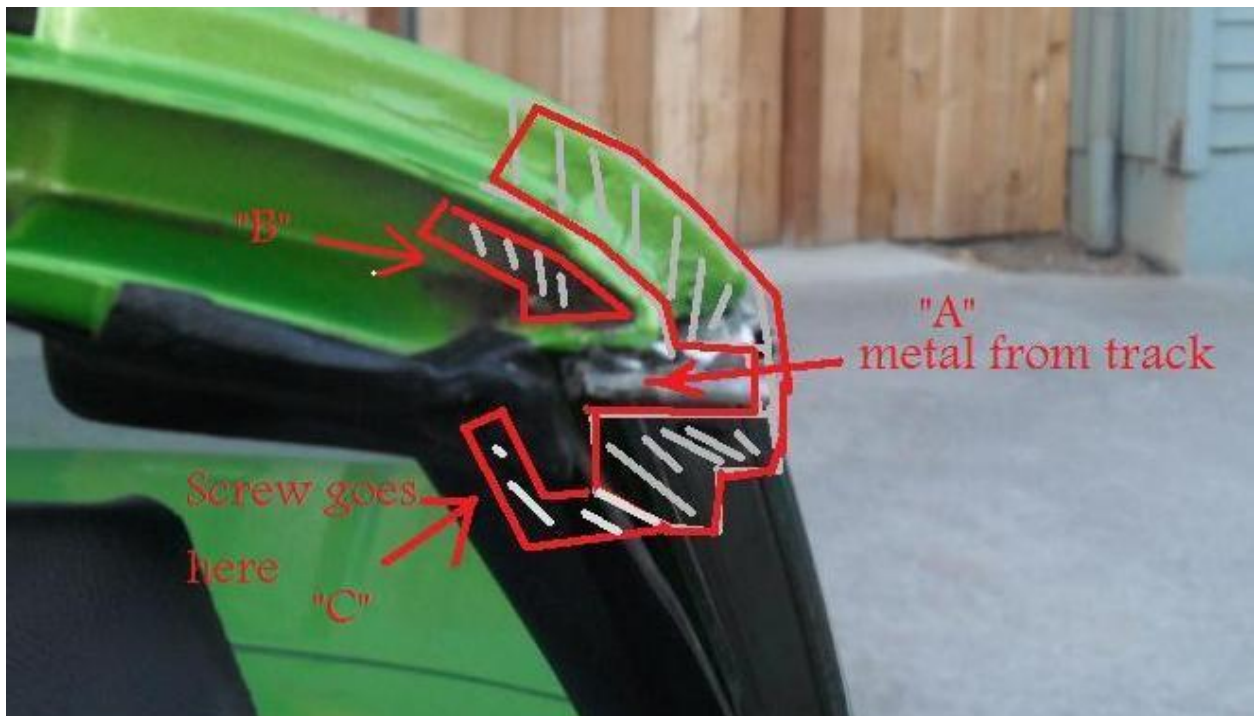


This seal is not glued on, it presses in place, it will be a firm fit. It will not go from corner to corner as it will need some relief to follow the contour of the top. The inner clip goes between the vents (as shown) it will not run all the way to the end as it needs relief to make the contour without bulging.

3-Start with the drivers' corner and place the corner plug in place. This is the tricky part as you will need to make sure the metal slides onto the internal slot that it needs to occupy (see Item "A") and the inner part of the corner plug must fit into the sheet metal on the windshield frame (see "B"). If this isn't enough, you also need to make sure the inner lip (see "C") is on the outside of the sheet metal lip on the windshield frame.

The chrome tracks on the sides protrude into the corner blocks, I've been finding there is a lot of variation on these, if your corners are not sitting in all the way, you may need to trim 1/8" of an inch with a tin snip. I've found this to be the case about 1/2 the time. ("A" metal from track).

This sounds complicated, but is not really that hard. You will need to play around with it for 5-10 min until you are sure it is on correctly (once you understand where everything is supposed to go, it's not too hard).





You will notice that "B" continues along the inner track, it will help if you can put the upper track for at least 2 feet, that way you can see when it's lined up in place.

This is what it will look like in place-



4- From this point I installed the drivers' side – side seal. This is a molded part to make it easier in install (just like OEM). You will not want to slide it down unless you just like making a lot of



work for yourself. This side seal is designed to start on the back edge of the seal and get pressed in the outside with a large flat screwdriver. Start at the corner where the block is and twist the outer seal so that the inner lip goes into the inner part of the track. You then place the rest of the seal in the back of the track and proceed to press the from in starting at the block working your way down. It will go in without a lot of pressure so you will not damage your chrome.

You will receive the seal longer than you require so that it can be cut to length.

Please note that if you are one of those that decided to install by pushing the rubber down the track, you will probably want to remove the bottom part of the seal to cut it.

I used a sharp razor blade to cut it. Finishing off with a very sharp scissors to trim. You will then need to use the press the outside in after starting the back for the few inches you removed.



5- Repeat the process on the drivers side. You will need to place the top seal all the way on after you get the corner in. You may notice that it (the corner block) will want to hang up and not go all the way on. This is usually a function of the metal lip where the "C" block wants to go in getting caught up on the track. You may have to pull the bottom of the edge below the track to make it sit correctly. You will notice that the tolerance between the metal clip and the outer seal is very tight. You do not have to even glue these together if you don't want to, but I just pulled up the top edge enough to expose it and tacked it down with a little 3M weather strip adhesive. This material is nice because it never hardens, if just gets very tacky. It can be cleaned off with if desired a later date. If you do not have, this or want to save a few \$, you can just use a little contact cement applied with a small brush.

After this is installed you can then replace the lower front targa seal. And your repair of this area is complete. Please note that if your lower seal is hard, or is falling apart you will probably want to replace it also as it does channel any water that makes it past the first seal down and away from the track to the edge. It is a 2 part seal as it is designed to keep the water out between the 2 seals, While a new top seal should keep most of the water out. If you are in a carwash or very heavy rain, the second seal will definitely come into play.









Notethe new plugs were slightly longer than the old ones. I did use a set of the side targa roof seals that were cut slightly longer than OEM. These required me to trim about 1/8" off to fit properly

