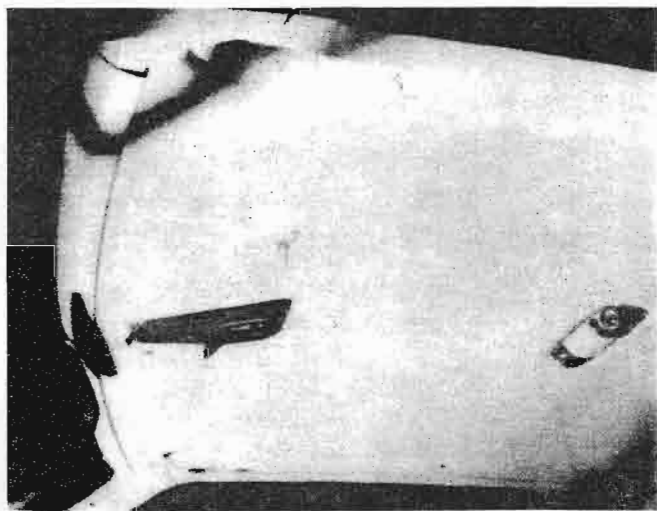


“NEW STYLE” CONVERSION HEADLINER INSTALLATION PROCEDURE

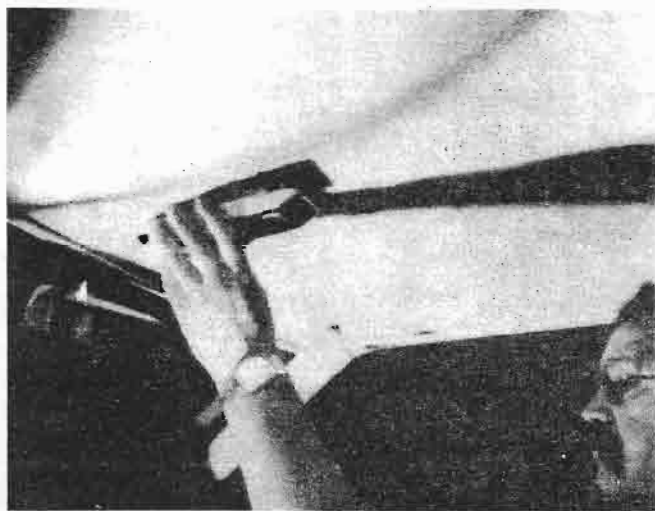
Reprinted From *auto trim news*

MARCH 1981

The following “Conversion ‘Liner” installation is typical of that done on any General Motors, Ford, Chrysler or American Motors car originally assembled with a “rigid” headliner. The car pictured here is a 1979 El Dorado which requires only three bows. Extra material for covering the quarter panels is included with each ‘liner at no charge, as is sun visor material, if requested. This installation was done as follows:



A



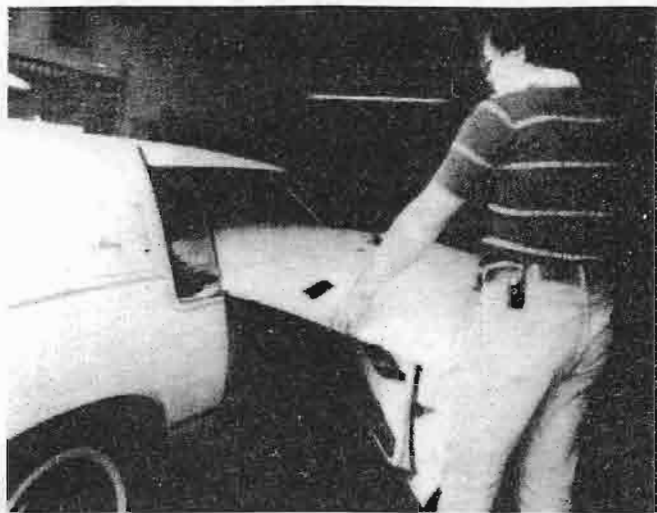
B



C

- A. Remove the dome light—
- B. sun visors and coat hangers. Partially install the screws for the sun visors and coat hooks in order to help locate these points after the new Headliner has been hung
- C. and the garnish moldings above doors, windshield and rear window.





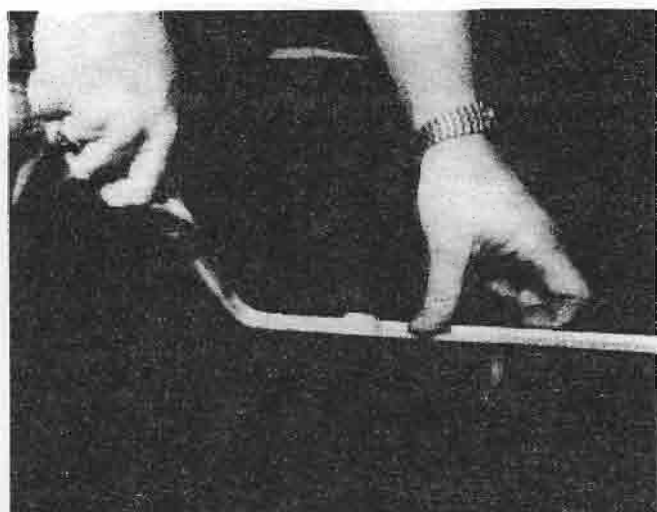
D

D. The 'liner can then be removed through the right door. Keeping in mind the need for insulation and sound deadener in the roof of a car which functions are being served by the 'liner being removed, install any insulation handily available over the entire inside roof area of the car. In the case of the El Dorado this was already present in addition to the 'liner and no extra insulation was required.



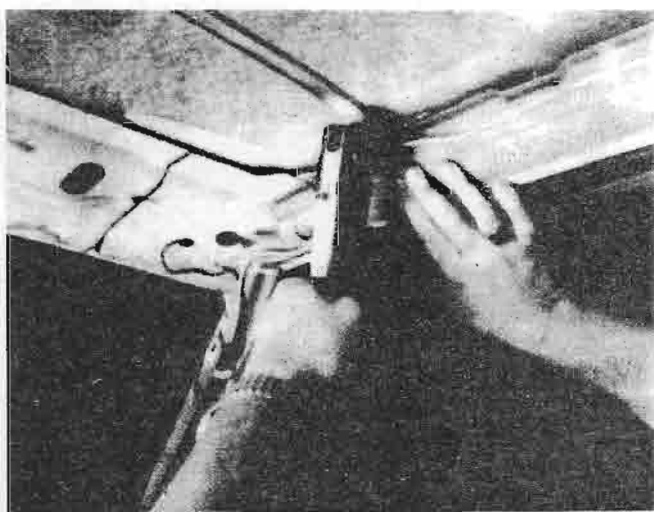
E

E. A set of straight aluminum tracks or channels is supplied, enough to accommodate the exact car for which the liner is ordered. Along with the track is a drawing showing the exact intervals at which they should be installed. Inside each track is slid five plastic Headliner clips. Measure the inside roof area from side to side, including the distance down to where the track can be riveted and cut the track to this length. With #31 drill bit, drill one hole one inch from each end of the track.



F

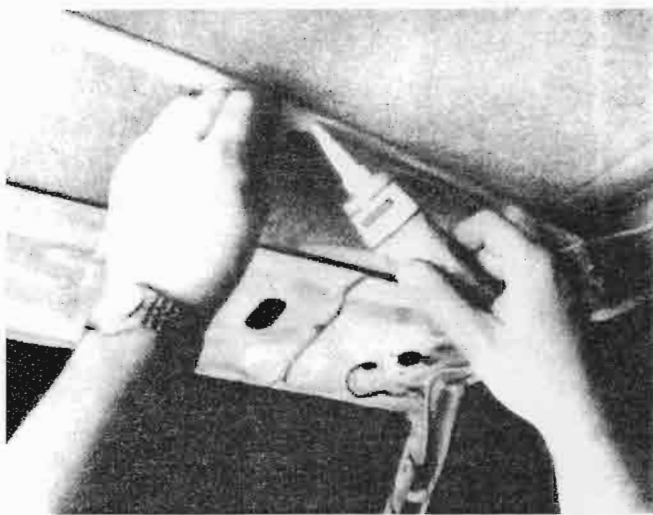
F. With pliers, bend end of track to fit inside roof of car.



G

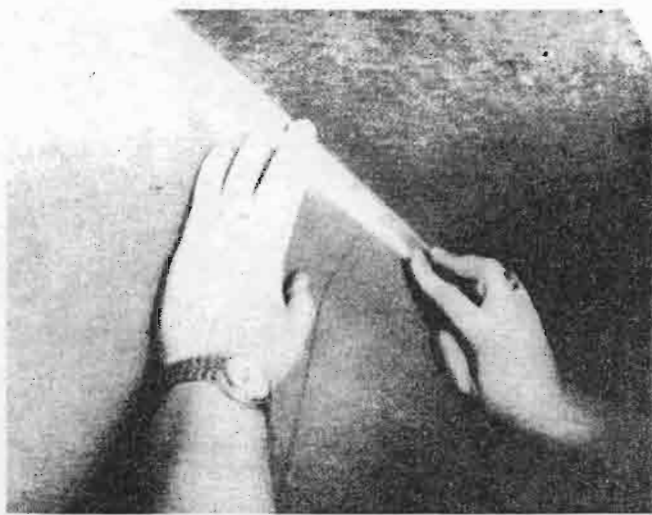
ter as indicated on the drawing included in each kit, pop rivet tracks in place snugly against roof.

G. Following spacing from center to cen-



H

H. Space the bow clips, one in the center, one near each end and others evenly between center and ends. To prevent the possibility of the clips moving or rattling in the channels, secure with a small amount of silastic sealer or trim cement.



I

I. Center the headliner, which has included and installed in each listing a wire bow. Working from rear to front of car,

begin with the center clip and pop bow into place by placing bow over lips of clip and pressing firmly.

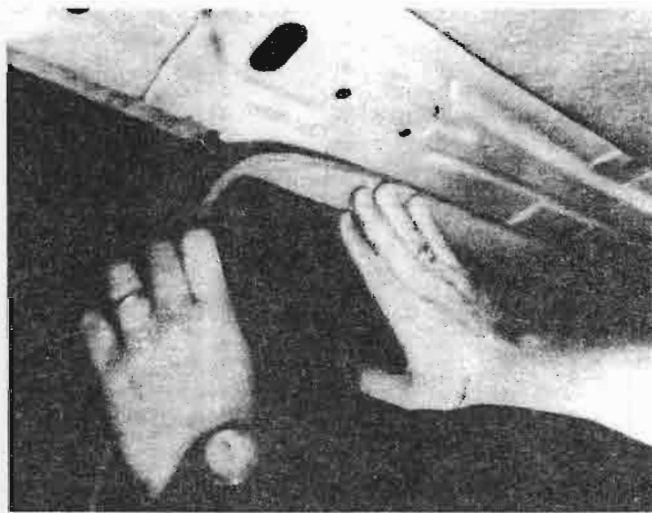
Once in place these will keep the headliner secure for the life of the car.

Work out alternating from center clips to complete snapping bows into all five clips within each channel.



J

J. Slit the fabric to accommodate the seat belt guide.



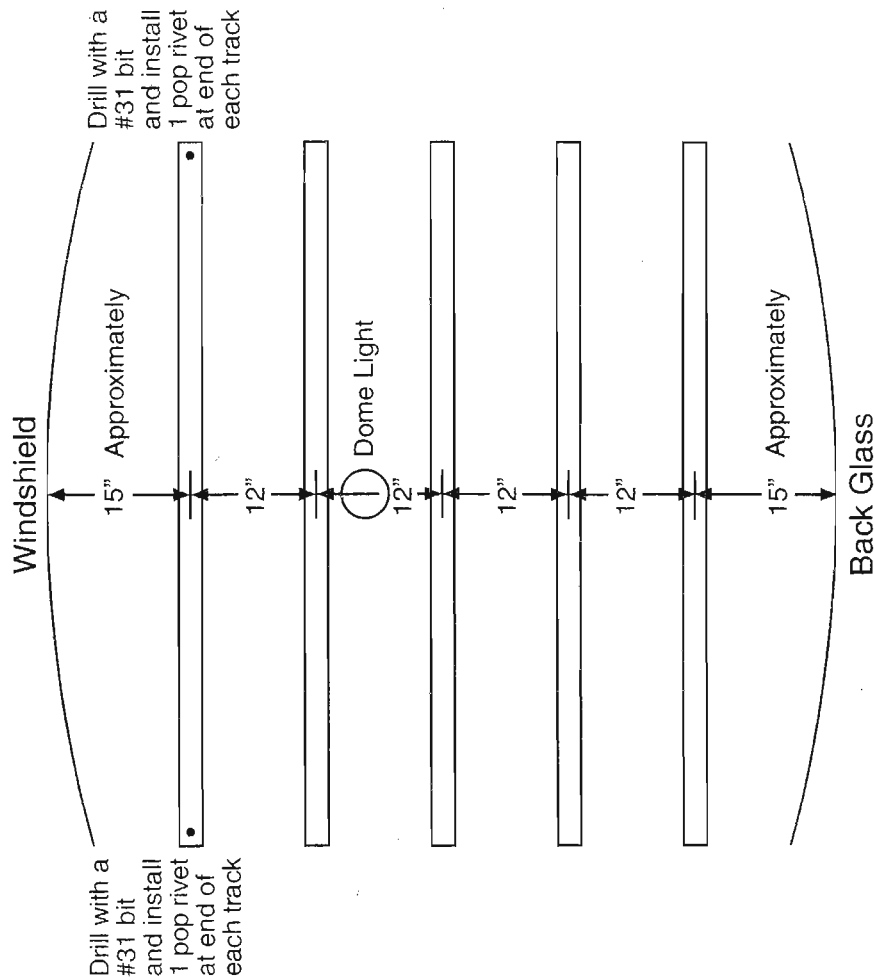
K

K. Since the foam padding which was a part of the original Headliner is being discarded, you will need to pad the area across the windshield and rear glass so

that after the reveals have been returned to place no gap will appear between the new 'liner and the reveal moldings. Note the thickness of the original headliner and duplicate this thickness at the windshield and back glass points with foam padding.

BOW SPACING DIAGRAM

"Acme 'New Style' Conversion Kit"

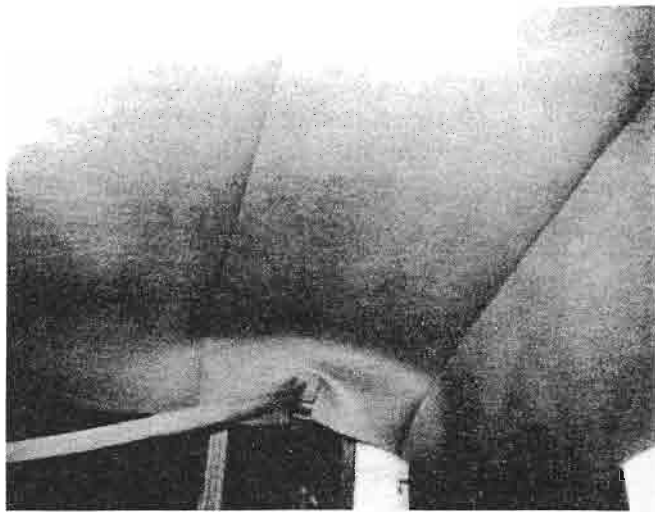


Example of typical 5 bow installation. Procedure applies on all length 'liners.

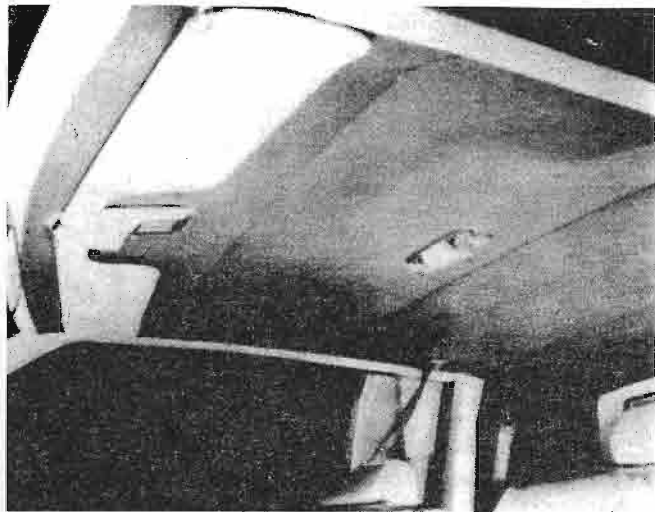
NOTE: Taut 'liner measures 12" between seams.

Individual applicable drawing included in each Headlining Kit.

THE JOB IS NOW COMPLETE!



M



L. Proceed to make a normal headliner installation, cementing above the back window and working forward to the windshield. Cement and trim over door openings so that fabric will be covered by garnish moldings.

M. Replace garnish moldings and dome light. Feel through 'liner for sun visor and coat hanger screws and replace these accessories. Brush nap of 'liner with a whisk broom.