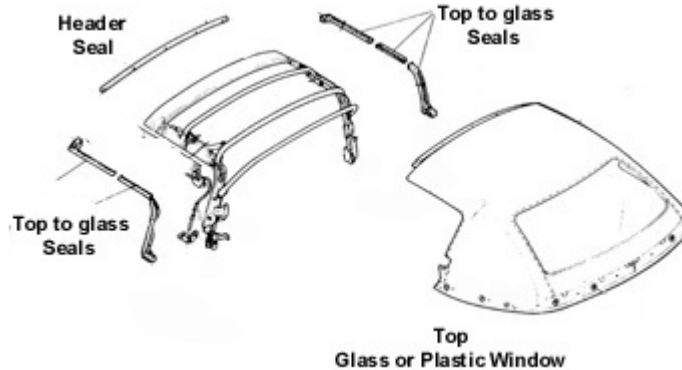


Tools/Materials Required

Phillips & Slotted Screwdriver --Hammer--Marking pencil or Chalk --Metric socket set.
Blunt stuffing tool (rounded putty knife)--Awl/punch
Protective blankets --Masking tape
Pliers or Vice Grips--Drill with 1/8 bit.
Rivet gun w/rivets

Additional parts not included that may be required.

Top to windshield weather seal
Door glass to top frame weather seal



Preparation

- * Inspect contents of box against your invoice, especially color & material.
 - * Protect car with fender covers or blankets to avoid damage to finish.
 - * Tape protection over inside and outside of plastic window on new top.
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Top Installation Introduction

It isn't that difficult at all. Anyone who has managed to adjust their timing, remove their tie down hooks, or install aftermarket parts on their car should be able to install a brand new convertible top in an afternoon with a few common tools.

We do however always recommend professional installation.

Rain Rail

The rain rail is a piece of plastic that is riveted to the back edge of top cloth from one side to the other. Most of our tops require you to remove the old top, drill out the rivets and attach the rain rail to your new top. There are 13 bolts that go through the rain rail and the top in addition to a dozen rivets that hold the thing together, every one with it's own hole. Most of the holes are marked; punch the holes in the fabric, lining them up with holes in the rain rail.

Rear window

All early model Miata's came with a clear plastic rear window, you now have the option of replacing with glass.

The Process

The first step is to remove the carpet from the rear parcel shelf. Put the top up for this. If your zipper is broken or your window won't stay up then secure it out of the way before you start. The carpet is held in place by a bunch of small plastic clips and two Phillips screws on the rear deck.

Once the carpet is out you will have exposed the 10 mm nuts that hold the back of the top to the car. There are also two more of those plastic clips that hold the rain rail to the car at each end, but you will have to

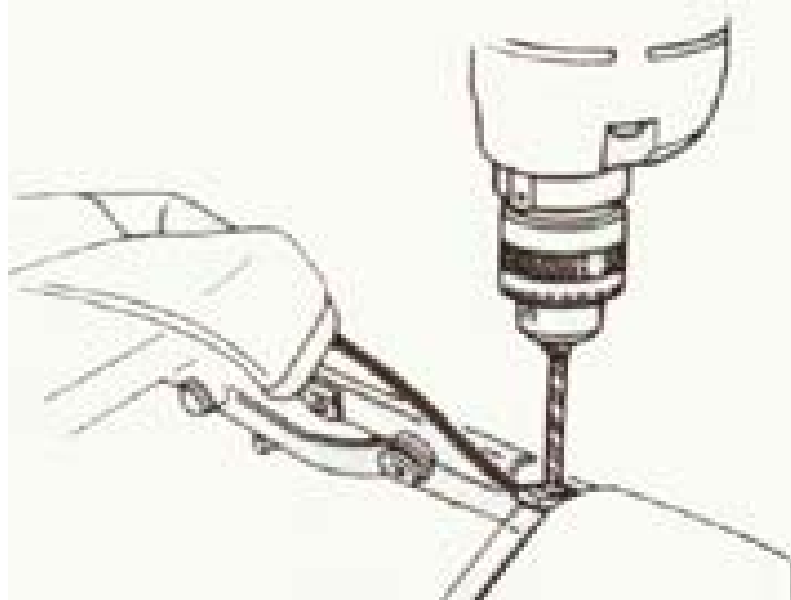
lower the top to get to them. Remove all of the nuts, and take out the three metal bars that they secure. If you are reusing the rain rail, be gentle. It is very fragile and you can easily tear then ends off.

Next you need to unlatch the top and open it halfway.

The top fabric is attached to the front of the top frame by a bunch of Phillips screws that go though a metal strip that Mazda calls the 'set plate' in the Shop Manual. You don't have to remove the latches or the handle.



There are two screws on either side of the set plate that attaches the first (of 3) window moldings. Once these two screws are removed then you can just pull the rubber molding from the chrome weather strip mounts. The middle molding just pulls out and the 'bottom' piece is secured at the bottom by a pair of press on clips. After the rubber is removed then the weather-strip mounts are easily removed with a Phillips screwdriver. Lay these pieces out exactly as removed from the car. You can probably figure out which one goes where if you have to, but it's easier to just keep them together.



Now all that's left holding the top on is a few rivets. One rivet on each side holds a cable to the top frame. The cable runs through the top fabric. Use a 1/4" drill bit to get the rivets out. Other than the rivet that holds the cable in, there are 2 or 3 on each side that hold the top fabric to the frame.



Peeling away the old top. The other end of the cable is attached to the frame with a screw, but it also is attached to a spring that is almost impossible to pass through the top fabric. Be careful when drilling out the rivet, the tab of metal isn't the strongest part of the top and you don't want to break it off.

Notice the old top may have separated from the top bows, if so just peel it back. If not, use a plain flat blade screwdriver to pry the gap in the top bows wide enough to remove the old cloth. It has to be wide enough to insert the cloth from the new top, so go ahead and do the whole thing now. The rear most bow right above the window also uses Velcro as an attachment. Once this is free, you should be able to lift the old top fabric off of the car.



The bottom bar isn't part of the top; it's a cockpit brace that fits between the seat belt towers.

Drill out the rivets and attach the rain rail to your new top. There are 13 bolts that go through the rain rail and the top in addition to a dozen rivets that hold the thing together, every one with it's own hole. Most of the holes are marked; punch the holes in the fabric, lining them up with holes in the rain rail.

Once the old top is off, drape the new one in place over the frame and start with the cable. The new top has a piece of string on each side to help thread the cable through, and re-rivet the cable end to the top frame. After the cables are in place, re-attached the set plate, then the weather stripping. Since the weather stripping adjustment is the most likely source of leaks, take time trying to get them back exactly like they were before. Go back inside and attached the back of the top to the car.

The final step was re-attaching the fabric to the top bows. Once you tuck the end into the slot, pull it tight and crimp it with a pair of pliers. You might want to use protection to keep the sharp edges of the pliers from cutting the top cloth.



Remove tools and protective coverings.

Note: The finished top is going to fit tight and will need to stay in the up position for approximately two weeks prior to retracting in order for the material to take on the natural shape of the frame. This is especially true in colder climates.