

J.B.M. INDUSTRIES

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INSTRUCTIONS for HEADLINER KIT

1. Before you install this headliner kit, you must remove all traces of the old headliner, remove the embellishment around the edge, and seal all of the roof leaks. Please allow at least one day for this, and possibly two if you need to seal leakage.

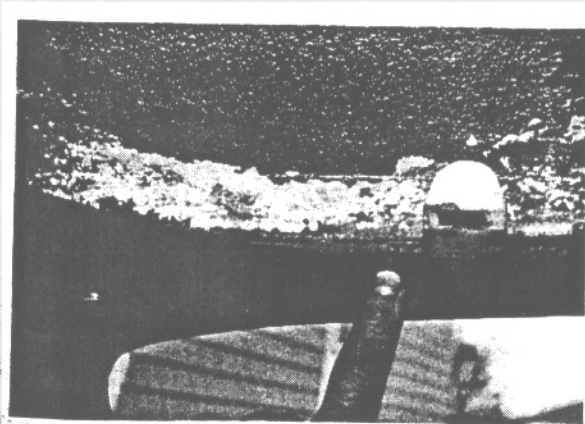
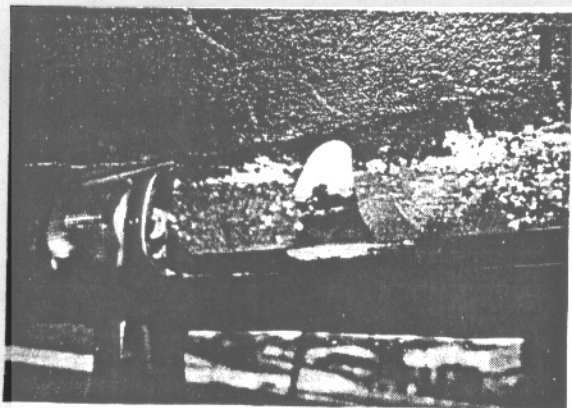
Remove the old embellishment by first removing the interior lights. The embellishment on the D-Special is simply pulled up and off. The Pallas type of embellishment needs to be pried straight out. A putty knife may help. This embellishment is held in by a series of spring clips that fit into horizontal slots in metal "tabs" that are attached to the edge of the roof.

Photos #1 and #2 show exactly what is behind the embellishment. (The interior light is shown in place for orientation.)

One sheetmetal screw will remove the "ears" above the back seat on each side. You must remove the back seat to get to them. Remove the back of the rear seat by lifting up the lower cushion on the front edge, then remove the bolts along the bottom of the back that hold the metal tabs down. These are located near the rear seatbelt attachment points. Lift straight up on the back to unhook it. The ears have a metal tab also, and it just slides out.

You may wish to remove the front seats also, but it is not necessary to do the headliner. (It is a good idea to drill a hole under the seats if you remove them, and pour oil in the rust-prone box section above the muffler.) If you do not remove the seats, you will need to cover them completely before you install the new headliner, because removing the old headliner can be very dirty work.

2. Use a wire brush, sandpaper, or scotchbrite to remove all traces of the old foam rubber from the old glue on the roof. It is important to remove all of the rust from the clips on the embellishment because it will make it much easier to install.



Roof... ready to install new headliner material.

3. Before you install the new material, it is wise to seal all of the roof leakage. To seal roof leaks, first mask the roof, just above the rubber strip, to prevent scratching the roof.

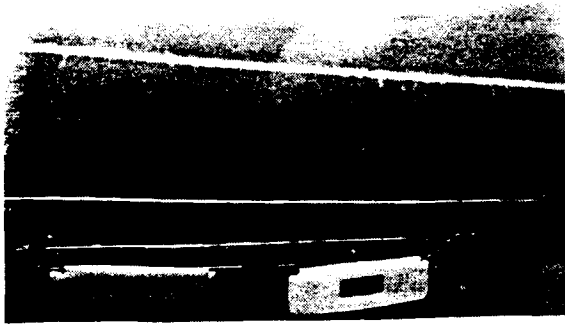
Use a small screwdriver or other sharp instrument to pry the rubber strip away from the plastic roof. Use an air hose to blow out all of the dirt and debris. (Lacking air, use the hose from a vacuum cleaner.) Next use a small

oil can to squirt a little mineral spirits (paint thinner) into the crack where you have cleaned the dirt and debris. This will help wash out the area, and the thinner will help prepare the surface for sealing.

4. Use a bit of clear rustoleum paint, or 'Penetrol' after the thinner has dried. (Paint primer can also be used.) This can also be applied with an oil can, and helps prepare the surface for sealant. LET ALL OF THIS DRY.
5. 'GEOSSEL' is the best sealant to use on the roof. It comes in clear and black colors. You can find it at a good hardware store in the caulking department. Caulking guns are very cheap, so if you do not have one, get it now. One tube of Geosel caulking is all that will be needed.
Cut the caulking tube nozzle so that you can push it into the crack, and fill the gap FULL of caulk. Don't worry about the excess caulk, it can be removed with a wet knife before it is dry, or with a razorblade after it is dry. (Allow at least one day to dry before you remove the masking tape.)
6. THIS IS IMPORTANT: As soon as you have applied the caulk, tighten the roof bolts snugly. They are exposed now that the roof embellishment inside the car is removed. You will find them running down both sides of the car's roof and across the front edge. There are NONE across the rear of the roof, so that the roof can expand from the hot sun. Don't forget to tighten the bolts over the sun-visor pivots. (Remove the pivot if the bolt turns so that you can hold it.) Those that try to seal their roof without tightening the roof bolts will be doomed to constant failure.
7. Should you wish to remove the roof mounted antenna, either now or in the future, place at least a ten foot length of wire around the edge of the roof's interior. A small gage wire will do, such as "door bell wire". Just place the wire behind the embellishment and attach it to the plastic roof with a glue-gun. This will only work on cars that have the plastic roof. The headliner and embellishment will cover the "wire antenna". Cars in the 20's all had this type of antenna, (before steel roofs) and the advantages are better reception and no hassel with low garage doors bending the antenna.

INSTALLATION OF HEADLINER

1. First, be sure to cover the seats and dashboard with plastic while you are working. Place ordinary string over the roof and across the inside, then tie it tightly as shown in Photo #3. Place the new headliner material on top of the strings as shown, and be sure to align the marks on the headliner with pieces of masking tape that you must place in the exact center of the car. (Use a tape-measure to find the center of the car, both front and rear.)
Photo #4 shows a piece of masking tape attached to the front windshield. DO NOT TRY TO SKIP MARKING THE CENTER OF THE CAR. You will need these marks to match the marks that are "pre-marked" on the pre-cut headliner material. (The headliner is oval, and you do not want it installed "twisted".)
2. Photo #4 shows the wooden clamping sticks as they are used. Place them just behind the front seats. (Leave this a little loose at first until you are able to spread the material against the roof, and are sure that the alignment marks will match in both the front and the rear.) There is excess material in the rear which you will cut off later. You must be sure that the material will cover all areas that can be seen. Do not worry about areas behind the embellishment. When you are sure that the material is positioned correctly, tighten the wooden clamping sticks so that the center of the material will not move.

3

Preparing the headliner material for adhesive.

4

- Starting in the front seat, start spreading the adhesive with a brush from the center of the car towards the front as shown in Photo #5. USE PLENTY OF ADHESIVE. There is enough supplied to cover the entire roof thickly, and you must use plenty, because the foam-rubber tends to soak up the adhesive. Place the adhesive on the roof only.

While applying the adhesive, have a helper smooth the material into the adhesive, working from the rear seat as shown in photo #6. Use caution to avoid wrinkles. The adhesive does not set quickly, so adjustments can be made for an hour or more. You may find that the headliner will not stick firmly until the adhesive has a chance to get a little tacky.

Do not rush the adhesive, you have plenty of time to work, but working in hot sun could cut your time quite a bit. Use a small paint roller to smooth the material into the adhesive.

BE SURE YOU HAVE CLEAN HANDS AND TOOLS while working with the material. The adhesive will easily clean-up with soap and water before it is dry.

NOTE: After glueing the front half, move clamping sticks 2" forward, and do rear.



Applying adhesive and smoothing out the headliner material. Use a small paint roller to press new material into the adhesive. Roll frequently for several hours after applying the adhesive to be sure foam-rubber is pressed well into the glue.

Cut excess material along the rear and stuff material into crack between the roof and frame.

COVERING PALLAS TYPE EMBELLISHMENT

This kit is supplied with a contrasting gray material for the embellishment. The reason for this is that this material has a 2 way stretch. This is to make covering the embellishment much easier for the novice. It also looks much better. Should you wish to cover the embellishment with the same headliner material, it is available from J.B.M.

1. Be sure you have a clean place to work. Remove the old cover from the embellishment. Clean dust and dirt. Remove rust from retaining clips. Replace the foam if needed.

2. Fold the material over the embellishment as shown in Photo #7. Trim off any excess material. Leave plenty to fasten to the back side of the embellishment. Photo #8.

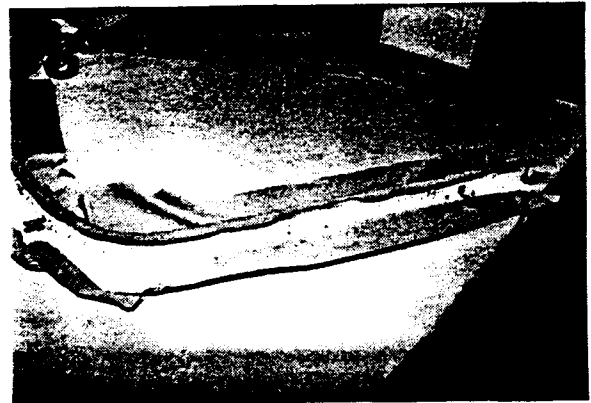
3. Fasten the material on the hooks, or in places where there are no hooks, use a glue-gun.

Work only about a foot at a time, and check the front side often for wrinkles and be sure that the weave of the fabric is straight as you go.

A file can be used across the fabric to make the hooks "cut" through the material. Photo # 9.

A wooden stick should be used to press the fabric into the hot glue. DO NOT USE YOUR FINGERS WHEN WORKING WITH HOT GLUE! Photo #10.

If you don't have a hot-glue gun, we recommend a trigger operated one.



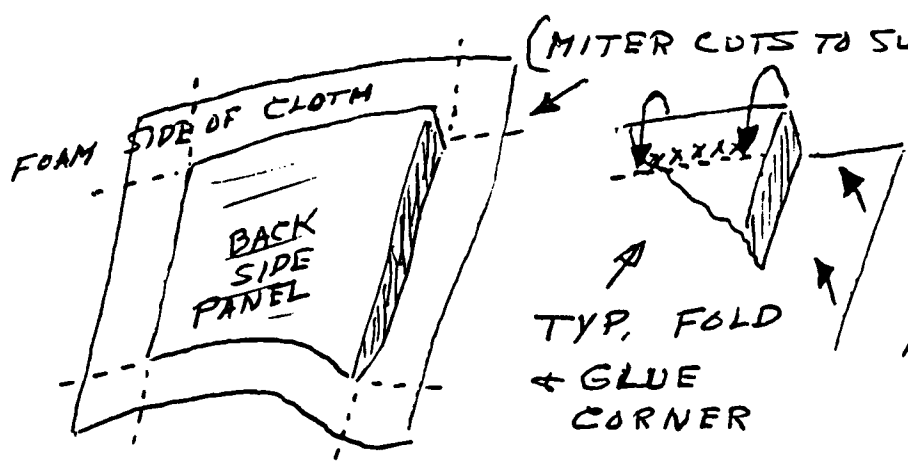
Basically, all you need to do to cover the embellishment is to fold the material around it, and hook or glue it in place. The rear embellishment will need a "mitered fold" in each of the rear corners. (The original did not have this, but you will find that the rear embellishment will stay tighter and look a bit fancier with this "pleat".) The rear "ears" above both sides of the back seat are done the same way, but you should use matching headliner material supplied. These are both "pre-cut" but you may need to snip the corners with scissors to fold over.

LUBRICATE THE METAL CLIPS BEFORE YOU INSTALL THE FINISHED EMBELLISHMENT.

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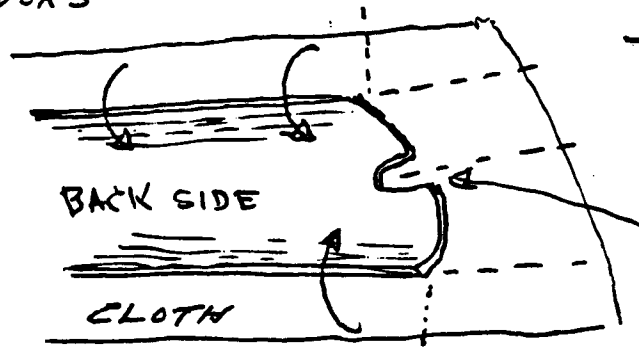
SUGGESTIONS FOR COVERING FRONT & REAR TRIM EMBELLISHMENT PIECES AND THE REAR CORNER PIECES ON THE "D" MODEL TOOLS NEEDED ARE SHEARS OR RAZOR BLADE & HOT GLUE GUN, SELF FEED TYPE IS BEST, ALSO NEEDED ARE 4 HANDS GET A HELPER!

CORNER TRIM PIECES ARE COVERED WITH THE FOAM BACKED HEAD-LINER MATERIAL PROVIDED.



CENTER PANEL ON BACK SIDE OF MATERIAL - MITER CAREFULLY - DOES NOT STRETCH, USE HOT GLUE IN SPOTS TO SECURE

FRONT & REAR TRIM PIECES (PLASTIC "U" SHAPED) ARE COVERED WITH THE CONTRASTING GREY "STRETCH" MATERIAL USE ONE PIECE 10 INCHES WIDE PROVIDED FOR THE FRONT PIECE. START IN CENTER - SMOOTH & STRETCH TOWARD EACH END, CLOTH SECURED TO THE HOOKS ON BACK, USE HOT GLUE IN SPOTS EVERY 3 OR 4 INCHES WHERE THERE ARE NO HOOKS

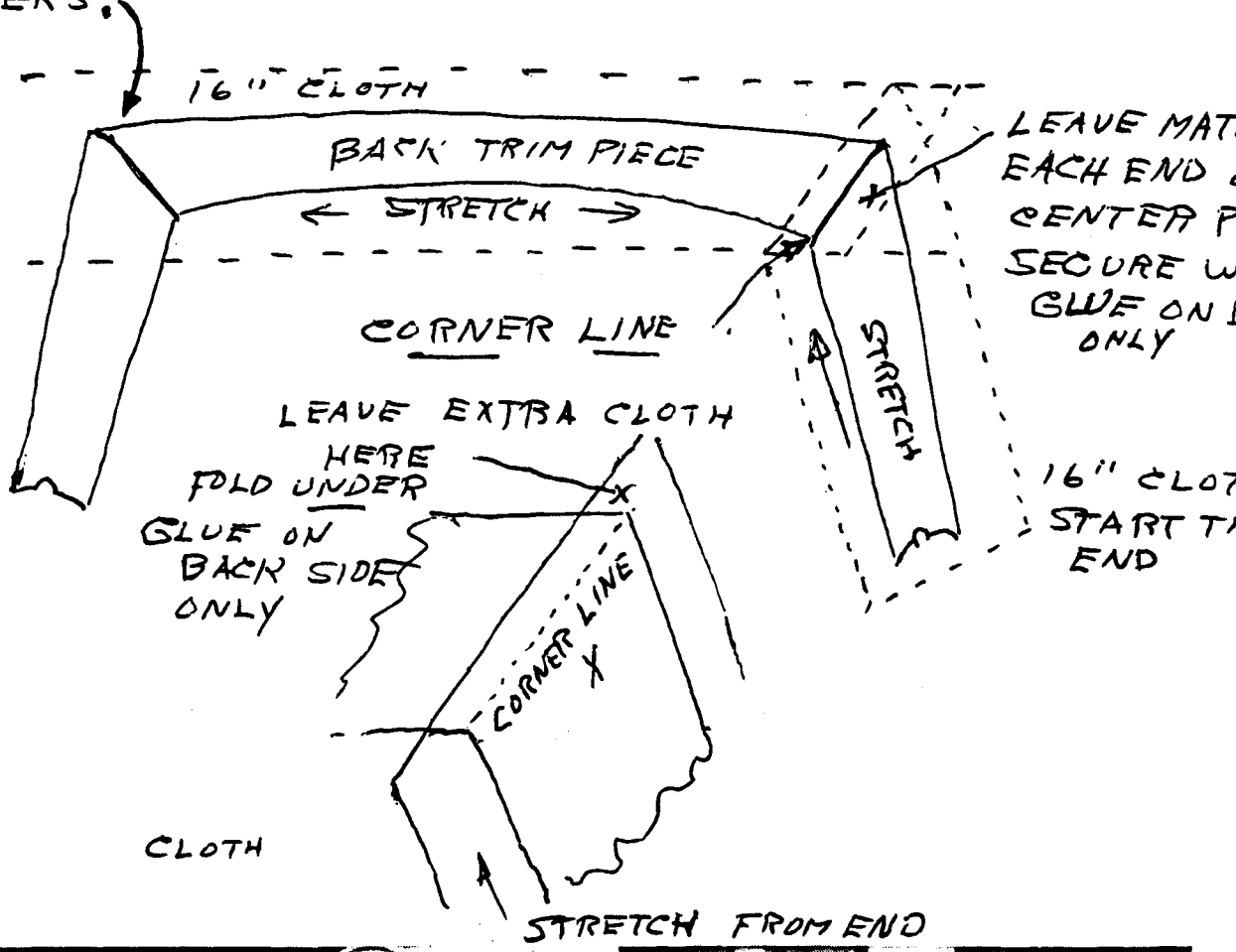


TYPICAL "END", FOLD AS SHOWN TRIM IN CENTER & ENDS TO SUIT. MITER CAREFULLY NOTCH MUST BE OPEN (SECURE TRIM AGAINST LIGHT FIXTURE

2

BACK TRIM PIECE, USE 16" WIDE STRETCH CLOTH
START CENTER OF BACK, STRETCH & SMOOTH TOWARD
CORNERS, TRIM ABOUT 2 INCHES PAST CORNER LINE
USE THE HOOKS & GLUE TO HOLD.

SIDE PIECES - USE 16 WIDE CLOTH, START AT
END, WORK TOWARDS CORNER LINE, TRIM CLOTH
1 OR 2 INCHES PAST CORNER LINE, FOLD THIS UNDER
MAKES A FOLDED EDGE DIAGONALLY ACROSS BACK
CORNERS.



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Dear DS Enthusiast,

Sorry for the delay in getting the headliner kits ready. Orders were very slow to come in. We never did get as many as we expected.

We have been asked why we supply a contrasting gray stretch material for the Pallas embellishment. This is to make it easier to install as well as less expensive, but we can supply the headliner material if you should want to try and cover the embellishment with it. It must be covered "on the bias", and this will require quite a bit of material.

We think that the instructions that we have provided are very complete and should answer all questions, but it is a good idea to have some wifely help in installing this kit. Should you not understand something or run into problems with the installation, please feel free to call.

Work in a CLEAN area and with CLEAN HANDS. Unroll the material several days before you begin to let wrinkles hang out. Iron the stretch material. Do not let the material set in the box for a long time. Install your headliner soon.

Headliner material is available for the wagon, etc. by the yard. Cost is \$15 per yard.

We need to know if your car is a Pallas or a D-Special so that we can send you the proper kit. Please let us know as soon as possible so that we can ship. (Enclose a street address where you will be during the day.) Kit comes in 2 boxes.

Enclosed are the instructions for you to study. It is not as hard as it looks, just don't rush the job.

Good Luck,

Don
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