

TARGA HARD TOP



THE FIBERGLASS HARD TOP ATTACHES TO YOUR EXISTING TARGA FRAME AND USES THE STOCK LATCHES AND SEALS. THE BLACK GELCOAT FINISH IS READY FOR PAINT OR COVERING WITH AN OEM TYPE VINYL. THE INSIDE IS READY FOR A NO SEW HEADLINER. THE TOP IS FABRICATED WITH HAND LAYED FIBERGLASS IN A MOLD MADE OFF OF AN ORIGINAL FACTORY TOP. THE INSTALLATION IS EASY AND ONLY TAKES A FEW HOURS, USING COMMON TOOLS. MOST OF THE INSTALLATION TAKES ADVANTAGE OF EXISTING SCREWHOLES IN THE FRAME AND IS RIGIDLY ATTACHED WHEN PROPERLY INSTALLED.

WHY SPEND MONEY ON A NEW SOFT TOP THAT NEEDS TO BE REPLACED AGAIN AND AGAIN. NO MORE SAGS AND WRINKLES, THE PERFECT CURVE OF THE HARD TOP WILL ALWAYS REFLECT THE ORIGINAL CONTOUR THE PORSCHE DESIGNERS PENNED.

PART # K053560

FITS 1974-1989 911 TARGA

RETAIL \$500.00 + S&H

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Lay the top on a soft work surface with the inside facing up. Locate the 4 phillips head screws in each side window seal and remove the screws. Be very careful and remove the seals. The ends of the seals have been glued down and may require some careful coaxing and a putty knife to get loose.



Locate the 5 phillips head screws in each drip rail and remove the screws and the drip rails.



Locate the 16 phillips head screws that hold the top clips in place (2 in each clip), remove the screws and the clips.

Pull out the old headliner. It will be glued in several places and it is not likely you will be able to remove it without damage or destruction.

Remove the outer vinyl covering and padding, they will be glued in several places. If the vinyl is in good shape and you plan to reuse it then be careful during the removal.

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Locate the 9 aluminum rivets that hold the aluminum sub panels to the frame. Center punch each rivet and use a 1/8" drill bit to drill out each rivet. Remove the outer aluminum panels and canvas top supports. You might want to save these and other parts for possible future restoration.

Now is a good time to clean and paint if necessary all of the exposed frame and metal parts.



Put the composite top on the frame and put the entire unit on the car then latch the frame down. There is about 1/4" for front and back adjustment. Move the top till you are satisfied with the fit.

When the top is adjusted to your satisfaction, use a sharpie or a scratch all to mark the 5 holes on each side of the frame.



Lay the top back on a soft surface inside up and place the frame on the top using the location marks to line it up. Be sure the top is centered to the frame from side to side. Use the frame as a guide to pre-drill the 5 holes on each side using a 1/8" drill. Due to variations in the drip rails the fiberglass is oversized so that it can be trimmed to fit. Place the drip rails in position and check the fit. If the fiberglass interferes with the drip rails, file, grind or sand the edge until you have a close fit and the rails seat nicely on the frame. When satisfied with the fit, put a bead of caulk along the edge of the fiberglass where it meets the drip rail. Put the drip rails in position on the frame and screw the rails and frame down to the fiberglass using the screws provided. Install the side window seals in their normal position using the stock screws. Use a trim adhesive and glue the ends of the seal down, a spring clamp works well to hold the ends down while the glue dries.



After latching the top down, note the gap between the front header rail and the fiberglass top. Cut a couple of small pieces of wood to fit in that gap. Do not make them fit too tight or the top won't latch down far enough. Do the same for the rear rail.

Remove the top from the car and use those gauge blocks to establish the distance from the rail to the fiberglass. Mark the rail for drilling in the center of the elongated hole in the clip. Drill the holes and install the 1/2" self tapping screws. There is a small amount of adjustment in the clips if the top needs to be tighter or looser after the final installation. Simply loosen the screws and move the top up or down to your requirements. The front locating pins may need to be adjusted to the new installation.