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## CONVERSION STYLE HEADLINER INSTALLATION

The best way to install a new headliner in you vehicle is to take your time, take notes while removing the old headliner, and double check all procedures before beginning. Become familiar with the different parts needed, and the instructions that apply to them.

### TOOLS AND ITEMS NEEDED

- 1) Standard and Phillips screwdrivers
- 2) Metric sockets and ratchet driver
- 3) Approximately 5 single-edge razor blades
- 4) One can Russell spray adhesive (or similar product)
- 5) Hammer
- 6) Putty knife with a wide blade & blunt tip (not sharp)
- 7) Lots of patience and time

### OPTIONAL ITEMS

- 1) New window rubber kit for sealing windows
- 2) Headliner insulation

### STEP 1: DEMOLITON

The very first thing to do is to remove the old headliner. While doing so, take notes, and take time to observe how parts are attached and where seams are located. If you are not taking out and installing at the same time, photos can be helpful to refresh your memory later. The dismantling process is basically reversed during installation. Windows must be removed. All stationary glass must come out by pushing from the inside towards the outside. Windshields are prone to breaking, so we recommend caution, and cutting away the rubber before pushing. We've actually seen installers sitting on the front seats and pushing with their feet on the windshield. All Sewfine "Conversion Style" headliners are sewn to fit to the window in the front. After all the headliner pieces are removed, you are ready to proceed.

### STEP 2: PADDING

This is optional, but we recommend lining the roof and doorposts with Sewfine's headliner insulation kit. This not only gives your headliner a better final appearance, but it also helps insulate the car from noise and temperature. Use the spray adhesive to glue in place.

### STEP 3: DOORPOSTS (Bugs only):

Start at the top, and install new windlace into the grippers the same way they came out. Don't be surprised if the windlace seems "backwards"; all Sewfine's Conversion style headliners are sewn with the windlace "hidden". It is still there for installation, but lies under the fabric when complete. Tap the grippers down, but watch as you do so, to make sure the windlace is even. Move from top to bottom, then repeat on the other side. Now spray glue on the back side of the fabric and the door post metal area (NOT on the padding; only the metal area around the window and where the quarter panel will be placed.) Let the glue "tack-up" for about 4-5 minutes, or until it is dry to touch. The glue will not hold properly if wet, or only sprayed on one side. Now, starting in the middle where the doorpost meets the panel area, stretch to a tight fit from center up and from center down. Pull all wrinkles out as you go. Repeat for the other side. Cut away excess material in the window area for glass installation later; then check to see that all the areas are securely bonded, and not loose.

### STEP 4: THE LINER & BOWS

Find an area large enough to lie out both the old liner and the new one alongside. Transfer the metal rods, or "bows" from the old liner to the new. If you are short on bows, don't panic. They are still available new. Make sure to get the bows in the same location as they were in the old liner. If your vehicle is a Bug, the liners vary; some have 4,5, or 6 bows. The liner you have received is sewn to have the correct amount as was original on your vehicle.

### STEP 5: THE LINER SETUP

The easiest way to have a successful line installation is to spend time setting it up. This will allow you to install it quicker and easier. Start by installing bows into the roof area from front to back. Locate bows in the same area as previously installed. Extra caution should be taken when setting up where seams will be. Do not set seams to hit doorpost areas, or the dome light. If this happens, there will be no way to pull the liner tight. After the bows are in place, pull the liner tight from front to back on bows, taking out all the slack in the material. At the same time, make sure the liner is centered from side to side. If it isn't centered, it will not fit properly.

### STEP 6: GLUEING AND STRETCHING THE LINER

The next thing to do is to spray glue onto the liner and the window openings in the front and back of the car. Do not do the sides yet. After letting the glue set-up, pull the liner to the front window in the center only (approximately 4" each side of where the mirror would be). Attach the liner to the metal, but do not pull too tightly, or the bows will move. Now, do the same at the rear, making sure that the liner is not moving the bows. You do need to pull tightly, but not too tight. When everything looks satisfactory, proceed. Starting in the center, move out in both directions in the front. Repeat in the rear. After everything is glued in place, check to see if the stitching line is parallel to the window opening. It should be exact. If not, alter until correct.

### STEP 7: THE LINER SIDES

Now that the liner is tight and in place from front to back, it is time to get the wrinkles out by pulling from side to side. First lesson: always pull directly out on seams while holding material on both sides, Glue the seams first; then stick the areas in between. Start at the front of either side. Spray both the material and the metal on the car. ( Note: The front portion has grippers; bend down and spray glue to the back-side of the grippers, tuck liner into grippers, then tap grippers closed. This will hold it firmly after tapping grippers down. ) Repeat for the other side. Begin with the bow seam furthest forward, and pull toward outside of the car. Bond to the gripper. Repeat his for each seam from front to back. Trim excess material from front sides and gripper areas. Tuck in excess material from front sides and gripper areas. Tuck in with putty knife and tap grippers down with hammer gently as not to damage material. Fold areas between side grippers and windshield. Take time to make it look finished. Repeat for the other side.

You are now over half done.

### STEP 8: THE BACK

This is probably the most difficult part of the installation. The rear area is basically made of one large piece of material, which wraps around the window openings creating the headliner. Do one side at a time. Start at the top by the rear window and layout liner from top to bottom. Smooth the liner out so you can see where it will approximately go. Glue liner and window area and stick it to the window openings on the rear and side windows. Also, glue the top edge of the inside fenderwell and towards the front quarter panel area. While in the process, make sure and take time to smooth out all the wrinkles. Remember, "NO

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Wrinkles allowed.” Repeat for the other side. Trim all excess material off at the window openings. Glue to the firewall area in the back and across the window area; trim excess material as well.

#### STEP 9: FINISHING TOUCHES

Locate the extra pieces at this time. All Bug pieces should be pre-sewn. Take the material that is sewn as rectangles and glue them under each side window. This will cover any exposed metal and the raw edges of the headliner. Trim any excess material. Next, take the triangle type piece and glue under the rear window, positioning so all exposed areas are covered. Trim excess material. Clean up any glue with adhesive remover or enamel reducer. (Note: watch the painted areas, it may damage the paint). Now install windows with a small cord, pulling them from outside in. Lube the windows with window cleaner, not silicone or grease. They will damage the headliner you just worked so hard on. Install all hardware accessories as installed before. Use the old liner to locate the holes if you cannot find them.

#### STEP 10: THE PAT ON THE BACK

Congratulations! This is a BIG job, and if you made it through, you deserve a BIG pat on the back!!

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