Installation Manual
Jeep 4-Door

Offered by
Signature Automotive Products

Version 1.5

MyTOP 4D INSTALLATION GUIDE

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Please note that measurements on various Wranglers may vary in tolerances up to .25 inches. The variations may be in the body tub itself, or may be in the angle of the windshield frame. The doors are often mis-aligned. While following these installation procedures, additional adjustments may be required to achieve a perfect fit. It is important that during the installation process you maintain the two crucial measurements called out in this manual. Because of these variations, a myTop may not fit properly at first, and some adjustments may be necessary to insure proper fit, and to seal out water and or sound. **©Ingenious Designs, 2015 All Rights Reserved.**

IMPORTANT SAFETY INFORMATION

Please read the installation instructions and all of the safety information in their entirety before starting installation. Please read the owner's manual, and heed all safe operation and safety warnings in the manual. Please keep these instructions and safety information for future reference and follow all instructions and information as outlined in this manual. We strongly urge you to view the Installation video guide found at the Signature Automotive Products website, and the myTop website, mytop.us. While we have prepared this installation guide believing it to be complete and accurate, you may encounter difficulty in one or more steps. Your vehicle may have been modified in a fashion that may require additional assistance, or your Jeep tub, doors, and windshield frame may vary in measurement or dimension. In the event you experience difficulty with your installation contact a myTop certified technician for assistance with your installation at 800-521-9753 or 970-779-0233.

GENERAL SAFETY GUIDELINES

Installation of the myTop on your vehicle requires knowledge of the use of both hand tools and power tools. Installation requires general knowledge of automotive electrical systems. Installation requires lifting a heavy object which requires a minimum of 2 individuals to lift the myTop and place it onto your Jeep Wrangler. Do not attempt to lift the unit onto the Jeep by yourself.

Please note the following general warnings to prevent injury or damage:

1. **READ** these instructions and warnings: **KEEP** these instructions and warnings; **HEED** all warnings and **FOLLOW** all instructions.

2. **ALWAYS** take care when using hand tools and especially with power tools. Use tool only as intended by manufacturer. Use correct size and type of tool for each step. INSPECT all tools before use, do not use tools which are loose or broken. Keep all hand and power tools away from children. Keep clear of drill bit operation during operation.

3. **ALWAYS** wear eye protection in work areas, such as ANSI-approved safety goggles.

4. **TAKE CARE** when using any cutting tool or instrument to avoid serious injury or death.

5. **IF** an accident or injury occurs, seek qualified assistance from qualified personnel, such as a fire department, emergency medical technicians, police department, or a trained medical personnel.

6. **IF** you believe that any step is unclear, or beyond your capability, please seek qualified assistance.

7. **SAVE** these warnings.

Failure to comply with the above requirements may result in personal injury or death.

Please take a moment to review the following safety information.

SAFETY WARNING SIGNALS FOUND IN INSTRUCTION MANUAL

Important safety information is generally preceded by one of three safety symbols indicating the relative risk of injury.

WARNING: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury. You can be killed or seriously hurt if you don't follow instructions.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. You can be moderately hurt and also may suffer property damage if you don't follow instructions.

NOTICE: Indicates careful attention is required to this instruction or operation but generally will not relate to personal injury. Damage to your product or other property may result if you don't follow instructions.

IMPORTANT INSTALLATION SAFETY INFORMATION

The Safety Alert
Indicates that a possible personal (human) injury hazard exists.

Pinch Hazard
Indicates a point in between moving and stationary parts of a machine where an individual's body part may become caught, leading to injury.

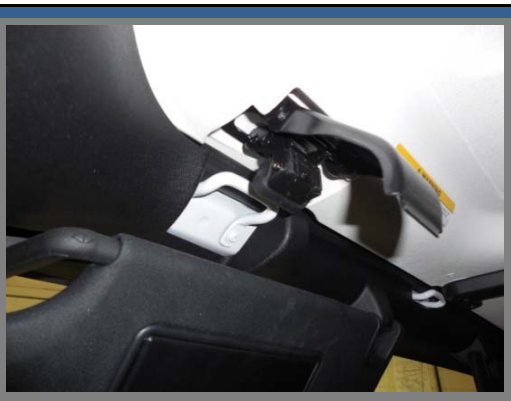
Cutting/Sharp Edge Hazard
Use precautions when cutting to avoid bodily harm. Use gloves and eye protection.

Cutting Hazard
Avoid excessive pressure and heat on drill bit. Use gloves and eye protection.

Shock Hazard
Use precautions to avoid bodily harm. Avoid bridging terminals with metal tools. Use gloves and eye protection.

JEEP WRANGLER FREEDOM TOP REMOVAL

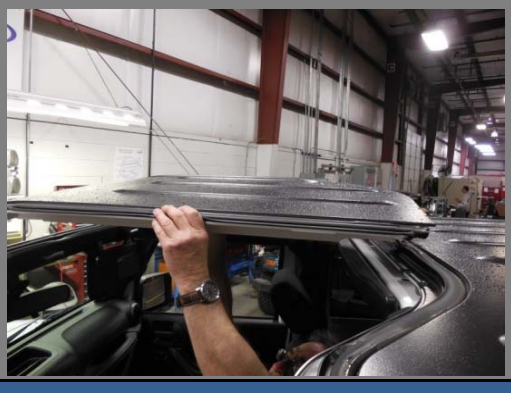
REQUIRED TOOLS & MATERIALS	
T-40 TORX DRIVER	PICK
PLIERS	



To remove your Jeep JK Wrangler's Freedom Top, flip down the sun visors and then unlatch the clamps securing it to the top of the windshield frame.

Starting from the driver side of your Jeep JK Wrangler, disengage the center latch closest to the windshield by rotating it counter clockwise. Then, disengage the latch in the center of the Freedom Top next to the sound bar as well as the one closest to the door pillar by rotating them clockwise.

Now, look under your Jeep JK Wrangler's sound bar and locate the round knob next to the dome light. Unscrew this knob until it is completely separated from the Freedom Top panel.



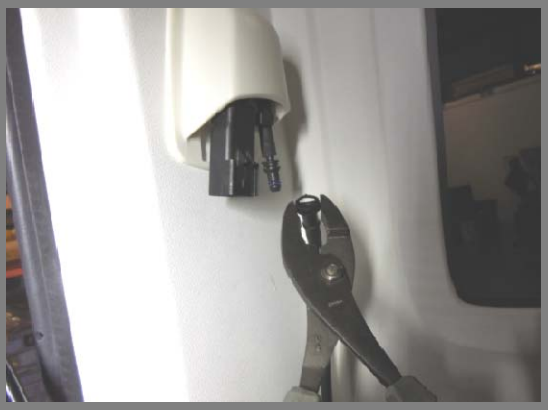
Carefully lift and remove the driver side Freedom Top panel off your Jeep JK Wrangler.

JEEP WRANGLER FREEDOM TOP REMOVAL

From the passenger side of your Jeep JK Wrangler, rotate the latch next to the door pillar counter clockwise to release it. Then unscrew the knob on the sound bar next to the dome light until it is completely separated from the Freedom Top panel.

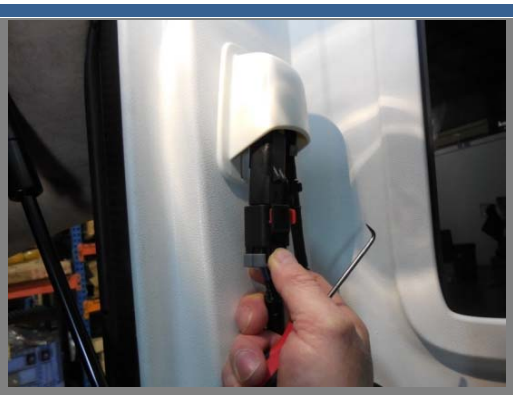
Carefully lift and remove the passenger side Freedom Top panel off your Jeep JK Wrangler and then store both panels in a safe place where they won't get scratched up.

Remove the 6 Torx bolts, using a T-40 Torx Driver or the factory supplied tool.



The rear window has a wiper on it like the windshield in the front. It also has a window washer, just like the front windshield. This window is attached to the Jeep's hard top, meaning there will be plugs that need to be un-plugged before you remove the top. The plugs are pretty tight, you may need to use a pair of pliers (LIGHTLY) to release them. There are pressure points on the sides of the plug that must be pressed to unplug them.

JEEP WRANGLER FREEDOM TOP REMOVAL



Use a pick to disengage the harness connector. Use caution to avoid damage to the connector.

⚠CAUTION

Once these are disconnected you can safely remove the Jeep's hard top. The top is heavy and awkward. Use two people to lift off. Use Caution when lifting heavy objects.

⚠CAUTION

Once the top has been removed make sure the six (6) brackets, shown in the image, have been removed from the the tub flange.

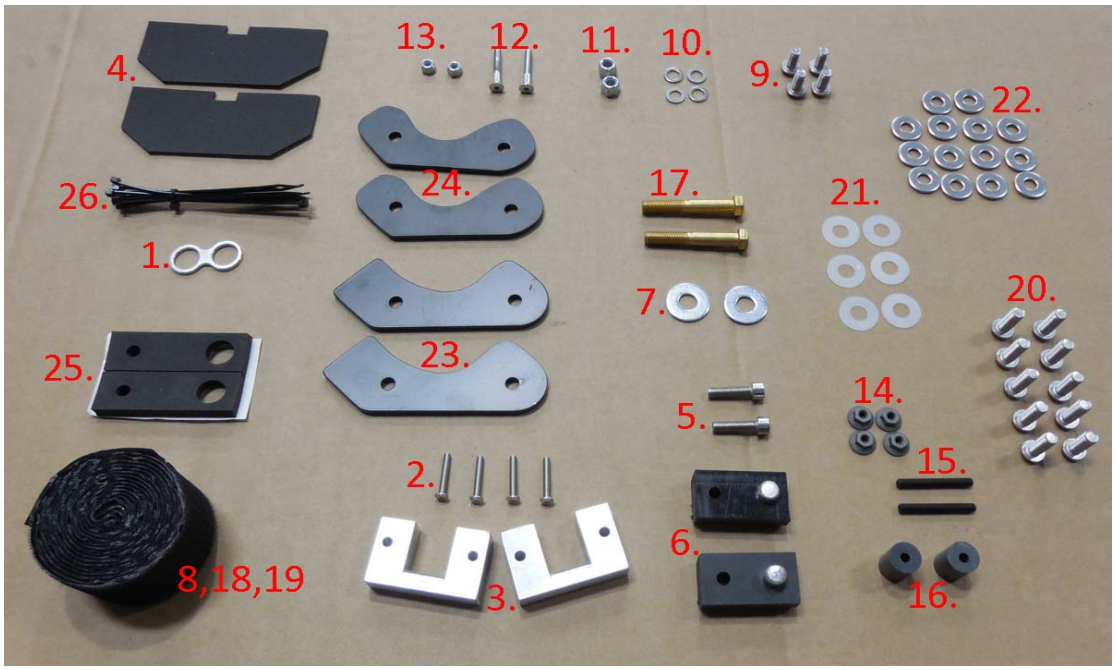
MyTOP 4D INSTALLATION GUIDE

Sec.1. BOX CONTENTS & HARDWARE BAG CONTENTS

MyTOP 4 DOOR BOX CONTENTS		
Item#	Box QTY	ITEM
1	1	JK JEEP TOP ASSEMBLY
2	2	SIDE PLATE ASSEMBLY WITH COVER (LEFT and RIGHT HAND)
3	2	BOW ADJUSTMENT COVERS- The square fabric pieces
4	2	UNDER BODY BAR (LEFT and RIGHT HAND)
5	2	ROLLBAR BRACKET (LEFT and RIGHT HAND)
6	1	WIRE HARNESS ASSEMBLY, INCLUDES SWITCHES AND LIMIT SWITCHES
7	2	MOTOR COVER (LEFT and RIGHT HAND)
8	1	REAR WINDOW
9	1	HARDWARE BAG

MyTOP 4D INSTALLATION GUIDE

Sec.1. BOX CONTENTS & HARDWARE BAG CONTENTS

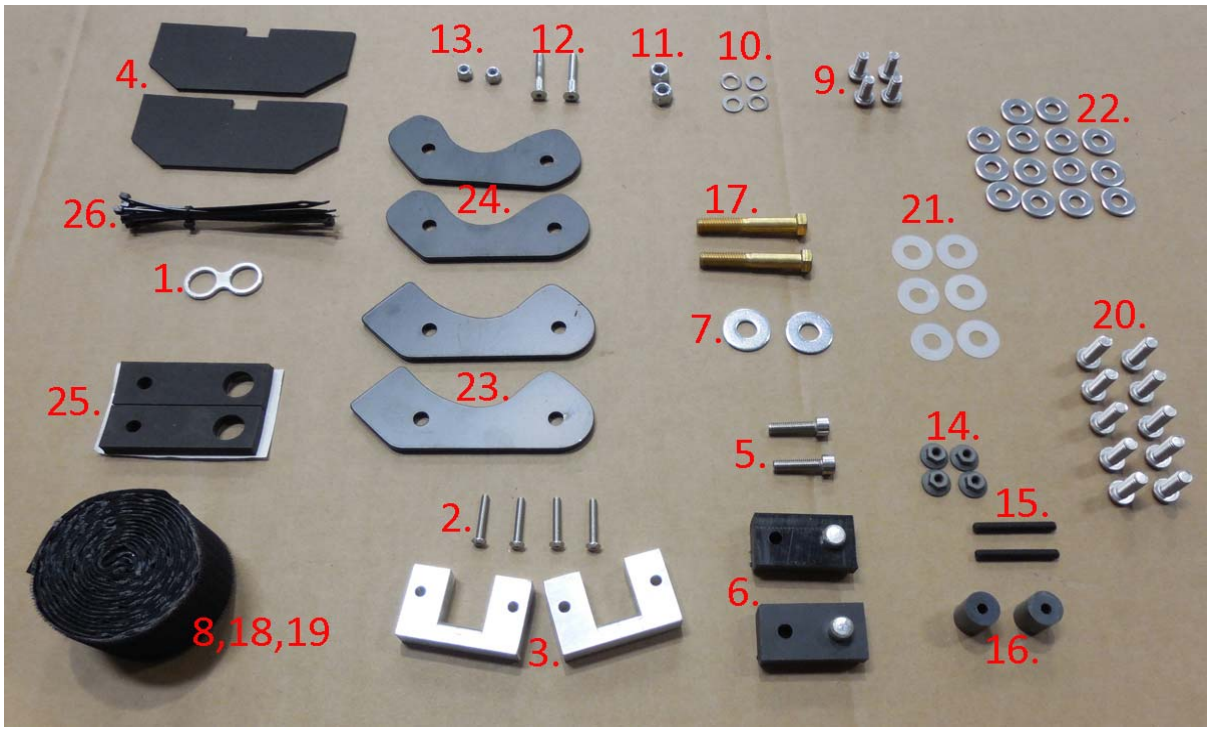


HARDWARE BAG CONTENTS

Item#	Section	ITEM	Box QTY	Purpose
1	3	Switch Bezel	1	Used when mounting the electric switch to the dash assembly
2	4	M5-0.8 x 30mm Bolt	4	Used on the front Latch Receiver (item #3)
3	4	Latch receivers	2	Attach to the windshield frame and used with the Handle assy
4	4	Foam pad	2	Attach to inside the Visor Mirror cover
5	5	M8-1.25 x 30mm Bolt	2	Used to hold the Guide Wedge (item #6) to the Rollbar
6	5	Guide Wedge	2	Mounts to the top of the B-Post on top of the Rollbar
7	6	1/2" x 1.25" flat washer	2	Used with the Rollbar Bracket application and bolt
8	7	1" x 3.5" Velcro loop	2	Used on the tailgate side of the Jeep Tub
9	11	3/8-16 x 3/4" Bolt	4	Used to hold the Motor Plate to the Horizontal Bottom Bar (item #4)
10	14	3/8 x .063" (silver)washer	4	Used to attach the Interconnection Arm to the L-Arm stud
11	14	3/8-16 Locknut	2	Used to attach the Interconnection Arm to the L-Arm stud
12	14	1/4-20 x 2" Flat head screw	2	Used to attach the L-arm assy to the side plate tabs
13	14	1/4-20 Locknut	2	Used to attach the L-arm assy to the side plate tabls (items # 10,11,12)
14	15	1/4-20 Flange Nut	4	Used with item 15 & 16 to attach the Motor Covers to the Linkage

MyTOP 4D INSTALLATION GUIDE

Sec.1. BOX CONTENTS & HARDWARE BAG CONTENTS



HARDWARE BAG CONTENTS

Item#	Section	ITEM	Box QTY	Purpose
15	15	1/4-20 x 2" Set Screw	2	Used to hold the Motor Cover in place
16	15	Nylon spacer	2	Plastic spacer used with item 14 & 15. Front set screw for the Motor Covers
17	6	7/16-14 x 2.75 Bolt	2	Used to attache the Rollbar Bracket to the Rollbar with washers (item #7)
18	7	2" x 27-1/2" Velcro loop	2	Used on the tailgate and the side of the Jeep tub
19	7	2" x 42.5" Velcro hook	1	Used on the Tail Gate to attach the Rear Window
20	8	3/8-16 x 1" Bolt	10	Used to hold the Horizontal Bottom Bar to the Side Plate assy
21	8	Small plastic washer	6	White plastic washer used for the Horizontal Bottom Bar
22	8	3/8 thick, metal washer	14	Used to attach the side plate to the Jeep tub (items #20 & 21)
23	9	Upper spare tire spacer	2	Used as a spacer between the spare tire holder and the Jeep tub
24	9	Lower spare tire spacer	2	Used as a spacer between the spare tire holder and the Jeep tub
25	8	Foam pads	2	Used to attach the Side Plate assy to the Jeep tub
26	2,3	5.5" Black wire tie	10	Used to secure the wire harness to the Jeep tub

Sec.2. ELECTRIC HARNESS ATTACHMENT

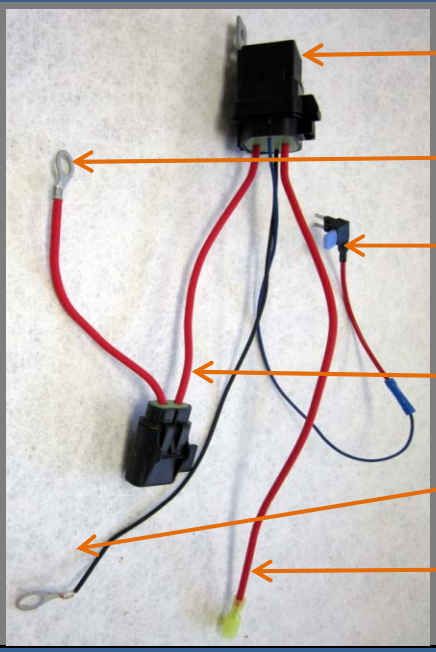
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Prior to following any of the below installation steps, Disconnect the Battery!

REQUIRED TOOLS & MATERIALS

PUNCH	WIRE TIES
UNDER HOOD RELAY SYSTEM	MyTOP WIRE HARNESS

MyTOP JEEP UNDER HOOD RELAY SYSTEM DIAGRAM (SEC. A)



ref A.) MyTop Wire Harness 12 Volt Sealed Relay

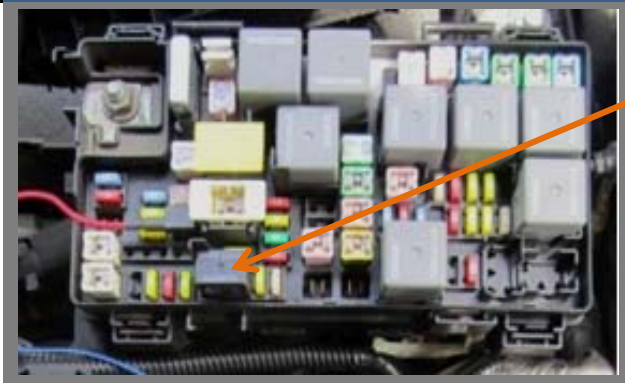
ref B.) Red Positive (+) Wire with connector (under hood) (Connects to the vehicle battery accessory bolt)

ref C.) 15 Amp Fuse Tap. Attaches inside the vehicle fuse box. (M-14 or open fuse slot)

ref D.) 40 Amp Sealed Fuse Receptacle

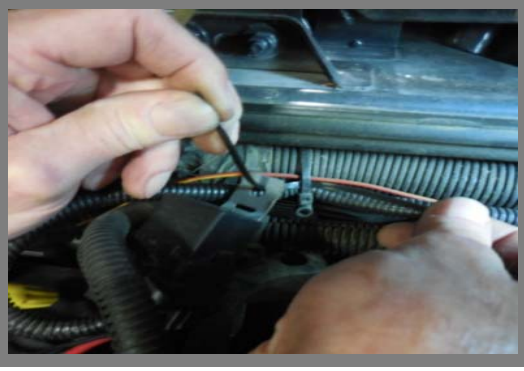
ref E.) Black Negative (-) Wire with connector (Connects to the vehicle battery)

ref F.) Positive (+) Terminal Connector -under hood (connects to the main wire harness at Wire #3, below)



Connect the 15 Amp Fuse Tap (ref C.) into the **open receptacle (M-14)** or other open fuse slot inside the fuse box, as shown in the photo. To prevent the inserted wire from being pinched or cut, carefully notch the side of the fuse box approx. 1/2" deep by 1/4" wide, using wire cutters. Use caution when working by the fuse box, with a sharp instrument to cut the notch.

⚠CAUTION



Zip tie the 40 Amp Sealed Fuse Receptacle **(ref D.)** to the plastic factory shroud next to the vehicle battery.

Sec.2. ELECTRIC HARNESS ATTACHMENT

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Prior to following any of the below installation steps, Disconnect the Battery!

Secure the 12 Volt Sealed Relay (ref A.) to the plastic factory battery shroud using the provided zip ties.

Connect the **Red Positive (+) Wire with connector (ref B.)** to the **positive (+)** side of the battery wire accessory bolt, as shown in the photo.

Connect the **Black Negative (-) Wire with connector (ref E.)** from the relay to the negative (-) side of the battery.

Insure that all wires attached to the accessory bolt are re-secured, without binding or pulling wires. Tighten securely to insure electrical connection.

Pierce through the factory grommet in the firewall, (as pictured) which is located under the dash to the left of the steering wheel column, roughly where the clutch pedal would be installed on the drivers side of the vehicle. (you will need to slide the driver seat back as far as it goes, and use a flashlight to locate the factory grommet hole). Use caution when using sharp pointy objects. The Firewall is the vertical metal piece which separates the engine compartment from the passenger compartment.

⚠CAUTION

Sec.2. ELECTRIC HARNESS ATTACHMENT

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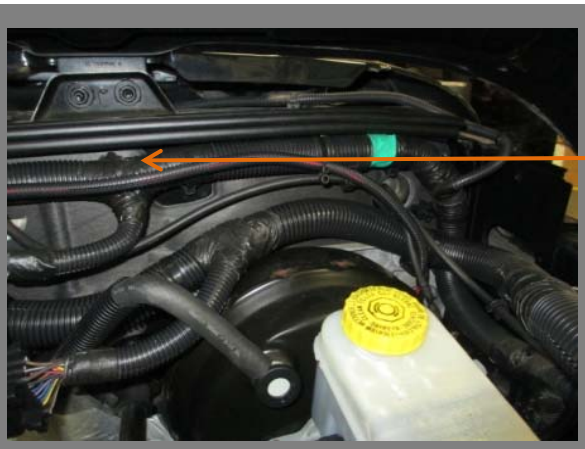
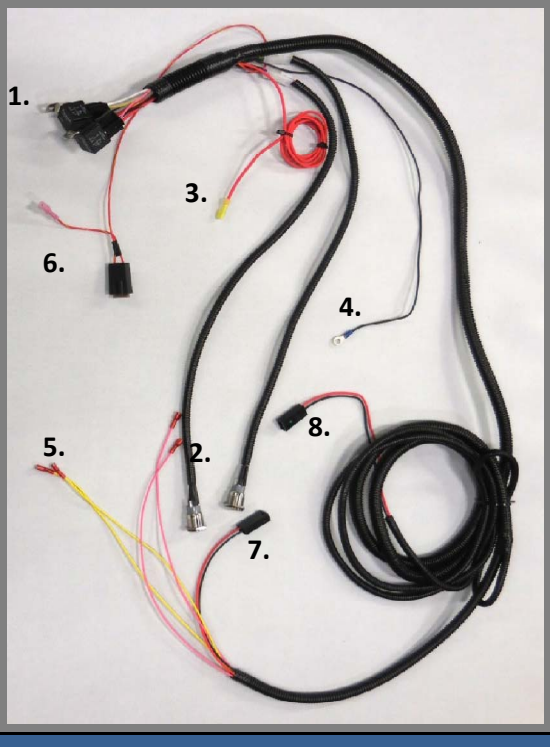
Prior to following any of the below installation steps, Disconnect the Battery!



Continue to feed the entire length of the through the grommet hole, and then lay it out along the thick black factory harness, which is attached to the firewall, as shown in the photo . The end of this wire will attach to the wire which is identified in the under hood wire harness photo as above, as (ref F.) Positive (+) Terminal Connector -under hood. Do not attach yet. Cover the length of this wire with the supplied piece of black wire cover (loom), and then attach with several zip ties to the thick black factory harness as shown in the photo.

MyTOP JEEP TUB WIRE HARNESS SYSTEM DIAGRAM (SEC. B)



Wire #1. 12 Volt Motor Relays -attach to the front inside of the Jeep Tub, drivers side

Wire #2. "Top Up" and "Top Down" Switch Wire Connectors - attach to the dashboard

Wire #3. Red Positive (+) Lead Connection - attach to ref. F.) Positive (+) Terminal Connector -under hood

Wire #4. Interior Ground Wire with Connector

Wire #5. Limit Switch Connectors (pink and yellow wires)

Wire #6. Brake Light Connector with In Line Fuse, attaches to the brake light wire, drivers side

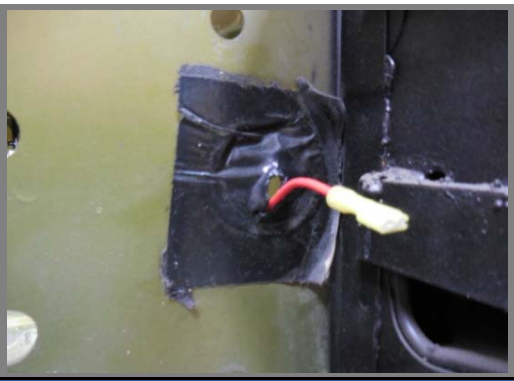
Wire #7. Motor Harness with Connector (LH)- attach to LH Motor

Wire #8. Motor Harness with Connector (RH). Attach to Passenger Side (longer than wire #7)

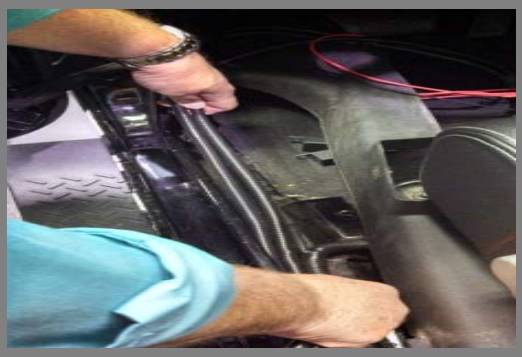
Sec.2. ELECTRIC HARNESS ATTACHMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Prior to following any of the below installation steps, Disconnect the Battery!



Begin with the long Red Positive (+) (Wire#3) that will be fed through the firewall. (Wire #3) is the Red Positive (+) Wire Connector.



Next remove the Drivers side floor sill plate cover, then route the **Motor Harness with Connector (LH/RH) (Wires # 7 & 8)** along the underside of the floor sill plate cover, under the rear seat carpet, towards the rear wheel wells. The long **Wire #8** is for the passenger side. Put the floor sill plate cover back on.

Fasten the Interior Ground Wire with Connector **(Wire #4)** to one of the two existing ground studs, where the clutch pedal would be located, slightly above the plastic "kick plate." as shown in the photo. Next , attach the two 12 volt motor relays, identified as **(Wire #1)** in the above diagram, to the factory bracket above the ground studs. Use zip ties to secure the relays, but make sure the relays are attached high enough so that they are not kicked by the driver.

Locate the Brake Pedal Switch Assembly under the dash, in front of the Brake Pedal.

Sec.2. ELECTRIC HARNESS ATTACHMENT

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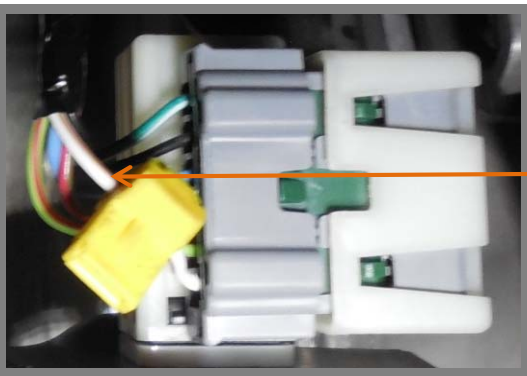
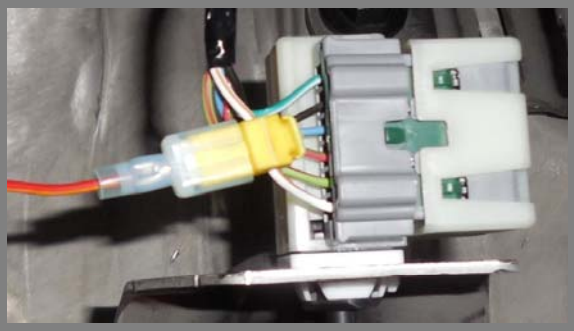


Locate the Wire Harness feeding into the Brake Pedal Switch Assembly. In the Wire Harness, locate the White/Brown Wire, which is closest to the bracket the Switch Assembly is attached to. Attach the T-Tap from the end of the Red/Yellow Wire **(Wire #6)** of the MyTop Wire Harness to the White/Brown Wire.



Insert the Male QD connector on the Red/Yellow Wire (Wire #6) of the MyTop Wire Harness into this T-Tap. As with all electric connections, make sure the connection is tight and fully secure.

Route the Motor Harness with Connector (LH) (Wire#7) under the carpeting towards the drivers side rear wheel well area. Make sure the harness is properly seated. Note: Wire #7 is the shorter Wire and includes the pink and yellow Limit Switch Connector Wires

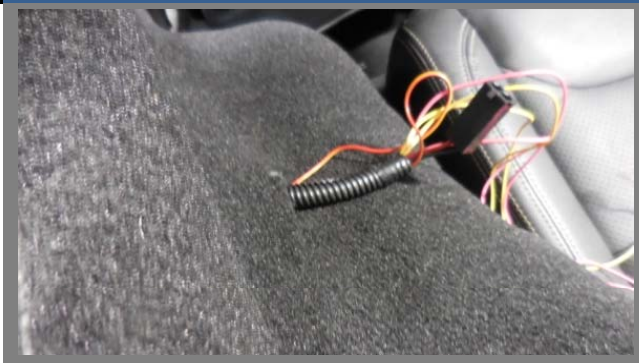
Route the Motor Harness with Connector (RH) (Wire #8) (the longer wire) under the carpeting towards the passengers side rear wheel well area. Make sure the harness is properly seated.

Sec.2. ELECTRIC HARNESS ATTACHMENT

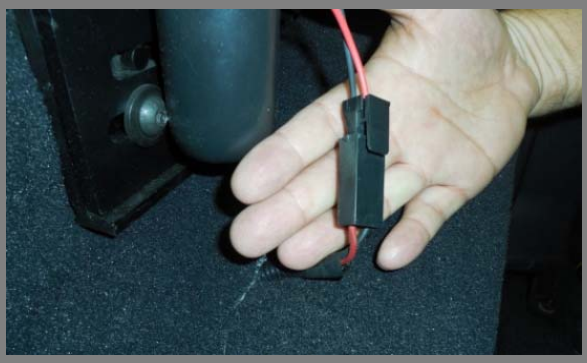
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Prior to following any of the below installation steps, Disconnect the Battery!

Using scissors, make a 3" horizontal cut into the carpeting approx. 15" from the Rollbar overtop the wheel well. Note some Jeep Models may already have a notch that you can utilize for running Wires #7 and #8, so it may not be necessary to cut into the carpet. If it is necessary to cut the carpet; use caution when using any cutting instrument, and review all safety warnings contained in the safety section before proceeding. **⚠CAUTION**



Feed the Motor Harness Loom with Connector **(Wire #7)** through the cut hole. Follow the same steps on the other side of the vehicle **(Wire #8)** for the Passenger Side.

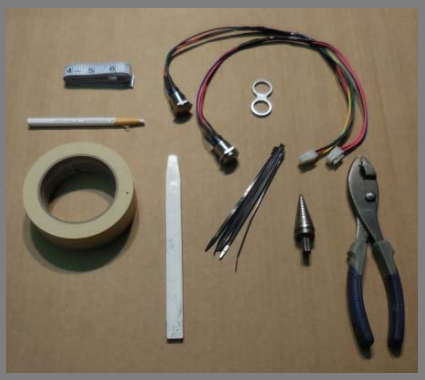


Sec. 9 will provide instructions for you to attach Wires 7 & 8 to the Motor.

Sec.3. ELECTRIC SWITCH PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS



- STEP DRILL
- PLIERS
- PLASTIC FIBER STICK
- SWITCH BEZEL
- SWITCH ASSY
- WIRE TIES
- MARKING PEN AND MASKING TAPE
- TAPE MEASURE

The recommended switch location for Jeep Model year 2007-2013.

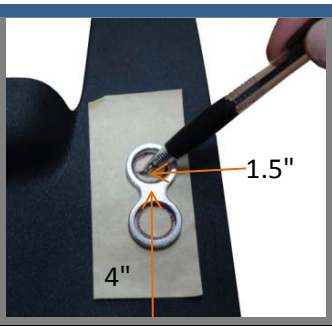
The recommended switch location for Jeep Model year 2014-2016.

Note: Although the photos show installation of the switches in one particular location, an experienced professional knows that the switches can be installed in other locations to suit a particular driver's needs, or, in the event that the location shown in these photos may already be used for switches for other accessories.

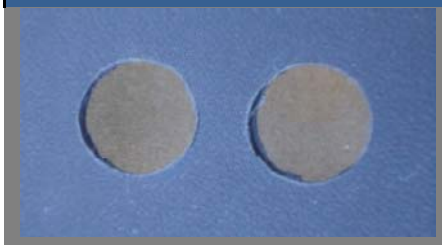
Carefully remove the lower steering column access plate using a plastic fiber stick.

Sec.3. ELECTRIC SWITCH PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.



Stick masking tape on the inside of the access plate, as shown. Place switch bezel on top of masking tape. From the side of the access plate, **measure inboard 1.5" at center line and 4" from the bottom of the access plate** to the center of the bezel. Trace out the inside portion of the switch bezel.



Drill a 1/8" pilot hole into the access plate, then enlarge the hole to 3/4" using a step drill. Using the switch, verify that the hole will accept the switch. Use caution when operating electrical hand tools.

⚠CAUTION

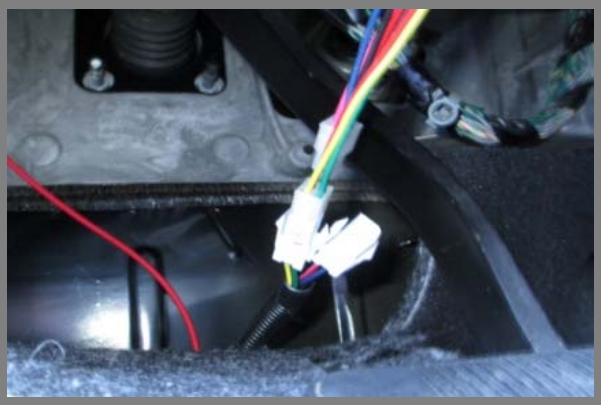
Carefully disconnect the Switches from the Harness assy, noting which wires attach to which pin on the back side of the switch; then insert the switches through the switch bezel and the access plate. Attach the retaining nuts to each switch. Make sure that both switches are properly aligned and tightened. Connect the switches to the wire harness, matching the wire colors. Note: To avoid mixing up the switches remove and install one swicth at a time.

Notch out an area approx. 1" x 2" from the access plate hole, as shown, allowing for clearance for the switch assembly. Cut below the retaining clip. Use caution when using sharp pointy objects.

⚠CAUTION

Sec.3. ELECTRIC SWITCH PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

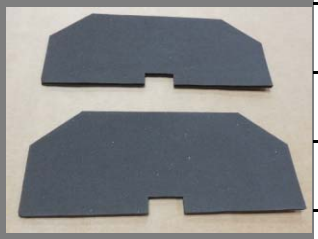


Route the "Top Up" and "Top Down" Switch Wire Connectors up under the dashboard. Make sure the wires will not interfere with the brake pedal. Tuck the connectors under the carpeting. Reconnect the switches to the Harness assembly. Make sure the wires are secure- using the provided zip ties. Attach **(Wire #3)** of the Jeep Tub Harness to provide power to the switches. Note once powered the switches will have a blue illuminated ring around each switch.

Sec.4. LATCH RECEIVER PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS



- (2) LATCH RECEIVERS
- ALLEN WRENCH NO.6 metric (3mm)
- T-25 WRENCH
- (4) M5-0.8 x 30mm BUTTON HEAD SCREW
- (2) PRE-CUT, SELF ADHESIVE FOAM VISOR PAD

Using a T-25 wrench, remove the factory latch receivers from the front of the windshield frame.

Install the new latch receiving blocks onto the front header using the M5-0.8 x 30mm Button Head Screws. Note that both receiving blocks are virtually identical and should fit interchangeably on the driver side or the passenger side. Note further, however, that the factory- drilled holes in the windshield frame may be slightly different, and therefore one block may fit better on one side than the other. Use caution when tightening the screws, the factory holes may be easily stripped. At this point the receiver screws should be hand tightened. Final tightening occurs after the top is fully adjusted.

Attach the pre-cut, self adhesive, foam visor pad to the underside of the visor mirror cover. Insure that the pad and mirror cover are clean and at room temperature before adhesion. This pad will minimize the risk that a person may lose grip of the latch handle causing the latch handle to hit the mirror cover and break the mirror.

Sec.5 GUIDE WEDGE

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

(2) GUIDE WEDGE

6mm ALLEN WRENCH

(2) M8.1.25 x 30mm BOLT

Locate the B-Piller Cap Seal, this is located on the top of the roll cage, between the two doors. Attach the Guide Wedge using the M8 x 1.25 x 30mm Bolt.
Note: The wedges are virtually identical and should fit either side.

Hand thread the bolt.

Finish tightening the bolt using a 6mm Allen Socket.

Sec.6. ROLLBAR BRACKET

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

(2) ROLLBAR BRACKET. The Brackets are not interchangeable. There is a driver side and passenger side.
(2) WASHERS 1/2" X 1.25"
5/8 RATCHET OR WRENCH
7/16 x 14 TAP
(2) 7/16-14 X 2.75" HEX HEAD BOLT
CUTTING OIL
MARKING PENCIL
SCISSORS

Unzip the Fabric Rollbar Cover to expose the factory RollBar. Note all of these photos are passenger side pictures.

Place several drops of thread cutting oil on the 7/16" x 14 tap, prior to tapping out the existing factory hole in the Rollbar.

Sec.6. ROLLBAR BRACKET

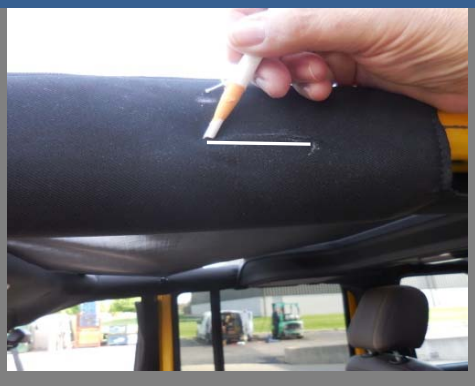
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Tap out the existing factory hole, using a 7/16" x 14 tap, starting from the bottom and working your way up. Follow tapping instruction carefully. Hold tap firmly, line up tap perfectly straight up & down. Apply moderate pressure. The tap will cut the threads so be careful. Turn tap 3 to 4 turns, clockwise, then turn counter clockwise one turn (to clean out the metal shavings); then resume clockwise turns. Run the tap all the way through. Use caution the shavings are very sharp.

⚠CAUTION

The Rollbar Bracket is mounted to the rollbar underneath the Fabric Rollbar Cover. But first you will be using the Rollbar Bracket as a template for cutting a notch in the Fabric. The "Upper Arm" of the rollbar bracket will mount to the outside of the rollbar, not the interior side and the "Lower Arm" of the rollbar (the one with the hole in the end) is "reaward" of the tapped hole and "rearward" of the rear doors.

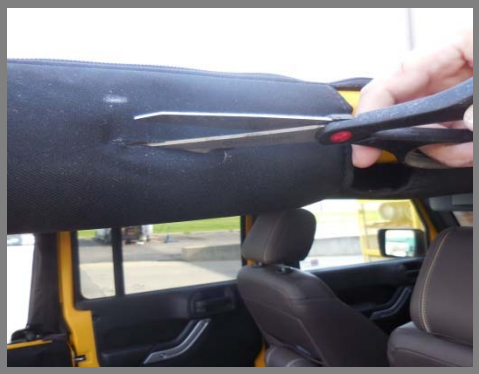
Put the Fabric Rollbar Cover back into place and line up the Rollbar Bracket to the factory hole you just tapped. Use a marking pencil to trace out the Rollbar Bracket's shape onto the Fabric, as shown.
Note: the lower arm of the Rollbar Bracket "sticks out" away from inside of the jeep interior. (Passenger Side shown)



Mark a 1.5" line in middle of your traced out markings, where the "lower arm" of the rollbar bracket will stick out from under the rollbar cover

Sec.6. ROLLBAR BRACKET

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.



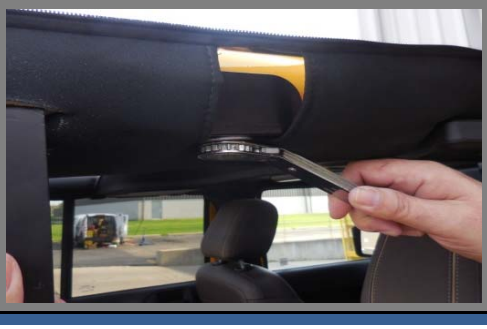
Using scissors, cut the 1.5" line. Use caution when using scissors.

⚠CAUTION

Insert the Rollbar Bracket into the Fabric Rollbar Cloth and pass the "lower arm" through the cut opening, as shown.

Attach the Rollbar Bracket lining up the bracket hole of the "upper arm" with the tapped factory hole. Attach using the 7/16" hex head bolt with washer. Note: The lower arm of the brackets "sticks out" away from the inside of the Jeep.

CAUTION: If the "lower arm" of the Rollbar Bracket "sticks in" (towards the inside of the Jeep) then you are using the wrong Bracket. Proceed to switch the Bracket.



Using a 5/8" Ratchet or Wrench tighten the bolt, but do not completely tighten until the Side Plateassy is attached. Repeat the procedure to attach the driver side Rollbar Bracket to the driver's side.

Sec.7. JEEP TUB & TAILGATE PREPARATION

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

PLASTIC FIBER STICK
VELCRO STRIPS- 5PCS
ALCOHOL WIPES

CAUTION: this section requires the use of chemical cleaning agents. Please use all protective clothing, gloves and eye protection, and review the safety warnings before proceeding.

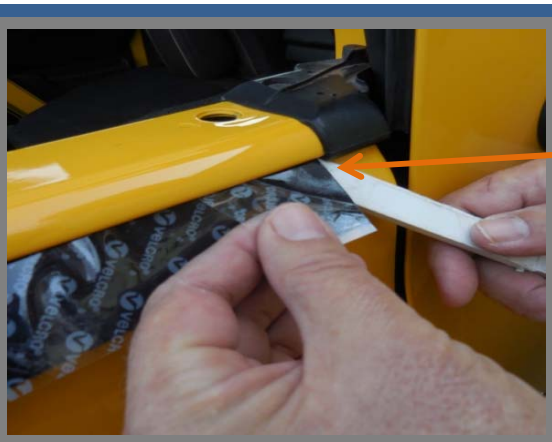
⚠CAUTION

Remove all Velcro strips from the hardware bag.
Tailgate section: 43.5" (Velcro Hook)
Tailgate end sections: 3.5" (Velcro Loop)
Side body sections: 27.5" (Velcro Loop)

Clean the top side of the jeep tub flange, (as shown) the sides, and under the tub flange of the Jeep with alcohol wipes in preparation for the Velcro sections. Note: Clean thoroughly to achieve proper adhesion. In addition, for proper adhesion we recommend both the Jeep tub and the Velcro be at room temperature for 1 hour before application.

Sec.7. JEEP TUB & TAILGATE PREPARATION

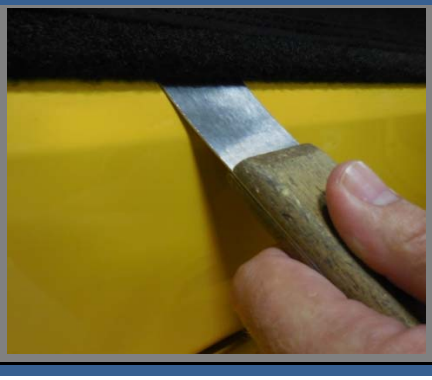
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.



Attach the 27.5" Velcro Loop strip in a straight line, and under the tub flange side body can be tricky. Proceed slowly to insure proper alignment and adhesion. Once the Velcro Loop is positioned under the tub flange, align the Velcro with the Factory Seal. Note that the "Factory Seal" refers to the rubber block located on the front portion of the Jeep tub flange where the rear door lines up with the tub when the rear door is closed. It is crucial to push the strip of loop fastener all the way up under the tub flange. Note: Another set of hands may be helpful to insure proper alignment.

Remove the backing from the 27.5" Velcro Loop Strip, to attach the Velcro to the underside of the Jeep Tub flange. Remove the backing very carefully to insure that the loop strip stays in the proper position: all the way under the tub flange.

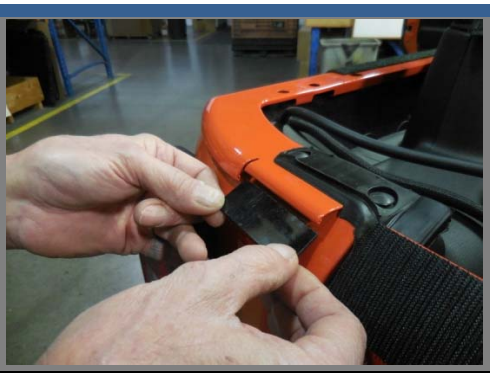
Once the loop is attached to the underside of the tub flange, carefully roll up the remaining portion of the loop up onto the top of the Jeep tub flange, as shown.



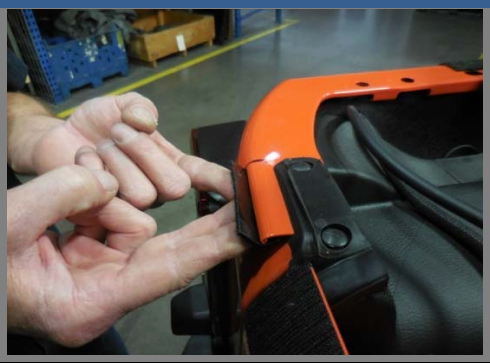
After you have checked that the loop section is in the correct position, use a tucking tool or fiber stick, firmly press the Velcro Loop into place. Take care not to scratch the Jeep Tub paint!

Sec.7. JEEP TUB & TAILGATE PREPARATION

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.



After cleaning with alcohol wipes, attach the Velcro Loop Tailgate end sections: The short 3.5" loop section onto the underside of the tub flange, as shown. Align the Velcro piece with the tub flange end closest to the tailgate opening.



Press firmly and then use the tucking tool to insure full adhesion.

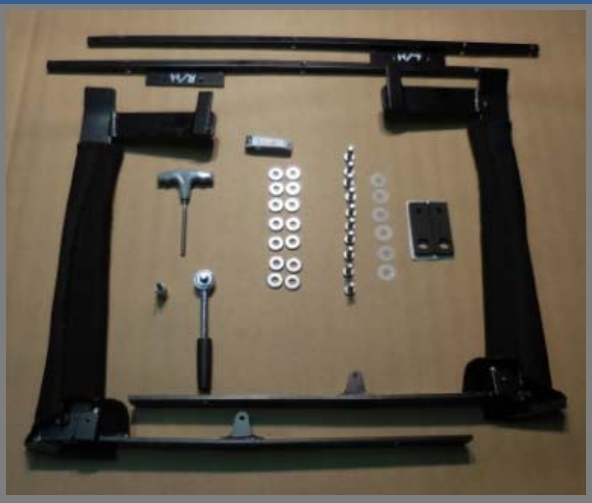
Roll Velcro up and over onto the top of the Jeep tub. Press and rub firmly with hands to insure full adhesion.

Attach the 43.5" section of Velcro Hook onto the upper section of the tailgate. Align on the upper edge of the tailgate continuing across and wrapping it around the tailgate section, as shown in the photo. Press firmly. Another set of hands may be helpful to insure that the Velcro attaches in a straight line.

Sec.8. HORIZONTAL BOTTOM BAR AND SIDE PLATE PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS



7/32 ALLEN WRENCH
10MM WRENCH
(2) HORIZONTAL BOTTOM BAR SUPPORT BAR ASSY (HBB)
(2) ROLLBAR BRACKET ASSY
(2) SIDE PLATE ASSY
(2) FOAM PADS
1/2" DRILL BIT
TAPE MEASURE
(6) 3/8" SMALL PLASTIC WASHERS
(10) 3/8-16 X 1" BUTTON HEAD BOLTS
(14) 3/8 X 1"OD X 1/8" THICK WASHERS

#1 Locating/ Gauging Hole
#2 Horizontal Bottom Bar Support Hole
#3 Not Used
#4 Rear Side Plate Hole
#5 Middle Side Plate Hole
#6 Front Side Plate Hole

Pull the factory carpet away from the Jeep Tub Flange on the sides of the Jeep. If necessary, move the existing wire harness to allow for proper placement of the Horizontal bottom bar Support Bar Assy (HBB). Note: Your Jeep may have nut plates on the underside of the tub flange which may be removed by pushing on them carefully with a screwdriver.

Sec.8. HORIZONTAL BOTTOM BAR AND SIDE PLATE PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Place the HBB under the Jeep Tub Flange. Note: The HBB Assy is marked Left / Right Hand accordingly. The end of the HBB with the "bend" in it, goes toward the rear of the tub, and the end with the mounting bracket goes toward the front of the vehicle. The bar will attach on the underside of the Jeep tub flange.

Position the HBB in line with the rear 1/2" hole **(#1. Locating/Gauging Hole)**. Be sure the HBB is not pinching the Wire Loom. Note: **Hole #1** is an alignment hole which is critical to the installation of the Top. Do not attach the HBB to the tub using Hole #1, use Hole #2.

NOTICE

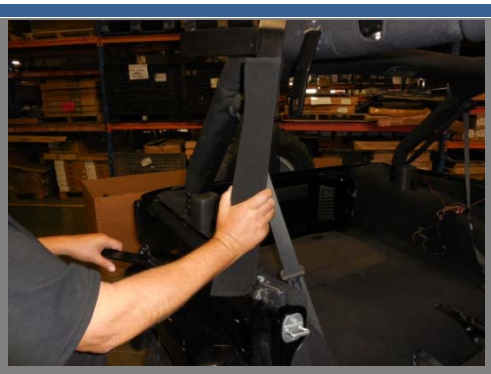
Place a 1/2" drill bit or 1/2" bolt through **Hole #1** and through the hole in the HBB to keep the HBB from moving out of alignment. Install one (1) 3/8-16 x 1" bolt with a 3/8" thick metal washer and a 3/8" ID plastic washer, through bolt hole #2. Tighten the bolt.

Move to the front **(Hole #6)** of the HBB. Place two (2) Plastic Washers over the factory hole behind the rubber seal **(Hole #6 Front Side Plate Hole)**.

You are now ready to attach the side plate assembly to the Jeep Tub and HBB.

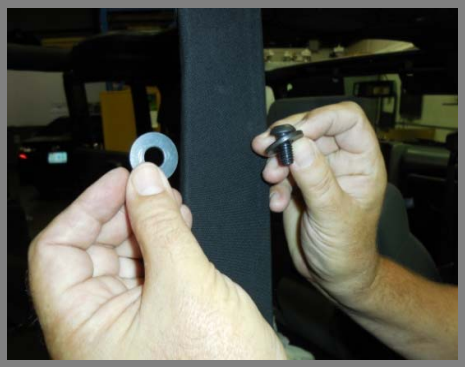
Sec.8. HORIZONTAL BOTTOM BAR AND SIDE PLATE PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.



Position the Side Plate Assy onto the Jeep tub flange. Be careful not to push off the two (2) plastic shims over the front hole **(Hole #6)**.

Attach the Side Plate Assy to the HBB using three (3) 3/8-16 X 1" button head bolts and three (3) 3/8" thick washers. Start with **Hole #6**. Hand tighten only at this time.



The upper portion of the Side Plate Assy attaches to the RollBar Bracket using two (2) 3/8" thick washers and one (1)- 3/8"-16" X 1" Button Head Bolt. Do not tighten the upper Bolts at this time.
Note: The (2) 3/8 thick washers are used to shim out the side plate which meets the door seal.

Jeep doors are not known for a good fit with the Jeep Tub. They may be lopsided or crooked. And one side of the Jeep may be different than the other. Use the shims, as needed, to position the Side Plated in towards the Jeep Interior, or out away from the Jeep Tub. You must open and close the door a number of times to insure that the Side Plate does not interfere with a "Full Close" of the door.

Sec.8. HORIZONTAL BOTTOM BAR AND SIDE PLATE PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Measure **10"** from the front of the locating hole **(#1 Locating/Gauging Hole)** to the rear edge of the Side Plate Assy.

Note: This is a critical measurement.

NOTICE

Reposition the side plate as required to meet the 10 " measurement.

Insuring that the Side Plate does not slide, tighten the remaining holes bolts in (#4, #5, and #6).

Install the Foam Pad over the RollBar Bracket and bolt head.

Repeat this procedure for the other side of the Jeep Tub.

Sec.9 SPARE TIRE SHIM PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

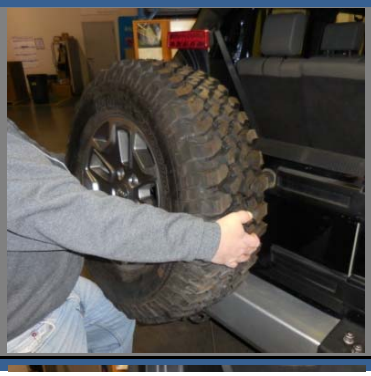
(2) UPPER SHIMS

(2) LOWER SHIMS

These shims are required so that the myTop, in the down position, will not rest on the third brake light, but instead can travel slightly below the third brake light. Depending on the spare tire width, additional spacers may be required; If additional shims are required, we recommend using the supplied shims as a cutting template/guide, and made from steel or aluminum. If you use additional shims, you will need longer bolts to attach the factory mounting brackets.

Remove all lug nuts from the spare tire. Caution the tire is heavy.

⚠CAUTION



Once the lug nuts are removed lift the spare tire off the factory mounting bracket.

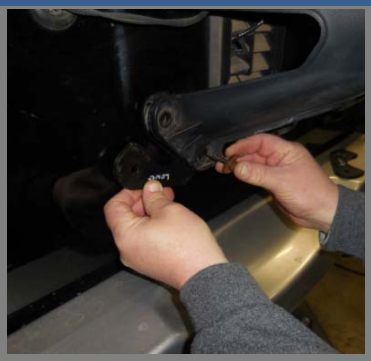
Sec.9 SPARE TIRE SHIM PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Once the spare tire is removed. Remove the 8 bolts and washers from the factory mounting bracket.

(2) Upper Shims and (2) Lower Shims, located in the Hardware bag. Please note the shims are not labeled, use the image as your reference. The lower shims are rounded on both ends of the shim.

Place the Upper Shim in between the tail gate and the factory mounting bracket. Hand tighten the bolts back in place.



Proceed with installing the lower shims in-between the tail gate and the factory mounting bracket. Hand tighten the bolts back in place.

Sec.9 SPARE TIRE SHIM PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

	Re-Tighten all 8 mounting bracket bolts.
	Once all shims are in place. Re-install the spare tire onto the factory mounting bracket. Hand thread the lug nuts prior to tightening. **Note: We recommend holding off on Reinstalling the spare tire , until the Jeep frame assembly has been positioned onto the Jeep Tub.**

If you re-install the tire, you and an assistant will need to lift the Top over the spare tire and then maneuver the Top around the spare tire to set the Top on the Jeep Tub.

Sec.10. INSTALLATION OF TOP ASSEMBLY

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRES 2 PEOPLE

When lifting the top Assy two (2) people are required to lift and align the top assembly to the Jeep.
Caution: When handling the Top Assy avoid any pinch points. The top weights approx. 100lbs

⚠CAUTION

With both hands place your hands as shown. Beware of pinch points between the scissoring linkage. Do not lift the Top assy from the center.

⚠CAUTION

This is the 'heavy lifting" stage. For ease of installation we recommend the spare tire be removed prior to lifting the top assembly onto the jeep tub. With the tail gate is slightly open, the top assembly is maneuvered into position by moving one side up first about 5 inches, then the other side up by 5 inches, and so on. Move slowly and evenly. Slow and even movement will insure that body paint is not scratched, or that the roll bar covers are not nicked or torn, and fingers are not pinched.

⚠CAUTION

Lift the assembly over the tail gate, ensuring not to damage the Fabric RollBar Covers. You can start lowering the top assembly into position so the motor mounting bracket portion of the top assembly will line up with the motor mounting bracket on the HBB (i.e., the portion of the HBB that protrudes out from under the Jeep tub flange. You must line up the holes in the mounting brackets so that the same can be secured with bolts. Use of a punch or rod may be helpful to line up the bolt holes on both the left and right hand side.

⚠CAUTION

Sec.10. INSTALLATION OF TOP ASSEMBLY

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Line up the Motor Mounting Bracket with the HBB.

⚠CAUTION

We suggest that you connect the power to the motors and then "Open" the top 1/2 way so that the front of the Top is pointing straight up. This will place the weight of the Top over the Motor Plates and will make it easier to Bolt into place. We find that it is easier to fasten the front Motor Bracket Bolt first. Use a punch or motor rod to help align the holes. Sometimes use of a crescent wrench attached to the Motor Plate may provide additional leverage to help line up the Bolts.

Sec.11. TOP ASSEMBLY ATTACHMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

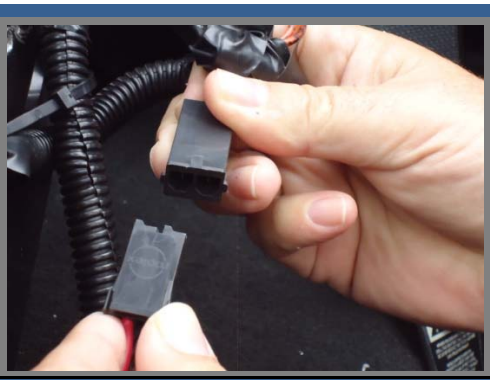
TOP ASSEMBLY
MOTOR PLATES
HORIZONTAL BOTTOM BAR (HBB)
7/32" HEX HEAD SOCKET
(4) 38-16-3/4" BHBS
SOCKET WRENCH

Align and attach the Jeep Top Assy Motor Plate to the tab of Horizontal Bottom Bar (HBB). Use a hole punch or screwdriver to aid in lining up the motor plate holes with the HBB holes. Once the four holes (two on each side) of the top assembly are aligned with the 4 holes in the HBB, you can hand thread the two (2) 3/8-16 x 3/4" bolts on each side to ensure proper alignment. Note: Do not use washers.

Tighten all the bolts using a 7/32" Allen Wrench. The rear bolts (the ones under the large Gear) may be difficult to reach and a universal joint may be helpful.

Sec.11. TOP ASSEMBLY ATTACHMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

	Securely connect the Motor Plug to the Wire Harness on both motors.
	Make sure the connectors are firmly connected, as shown in the image. Pull gently to ensure the connectors are locked. When properly connected, you will hear a slight "click".

Sec.12. LIMIT SWITCH AND BRAKE LIGHT WIRE TAP

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

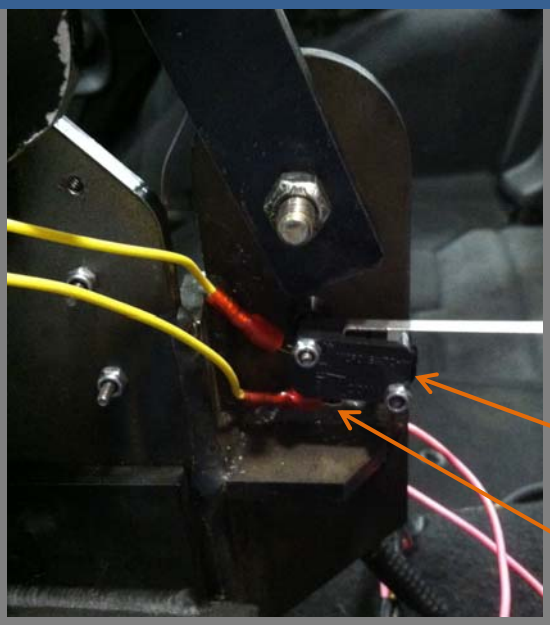
REQUIRED TOOLS & MATERIALS

(2) LIMIT SWITCH	(4) #4-40 LOCK NUT
(6) #4-40 BLACK NYLON WASHERS	(4) #4-40 X 1.125" SCREW
(4) #4 X 250 SILVER WASHER	

NOTICE

Failure to install the Limit Switches will void the Manufacturer Warranty. NOTE: The limit switches assist in eliminating potential gear damage.

Limit Switch component bag contents, and required tools. The limit switch and brake light wire will allow the Top to open and close only in its optimal range and eliminate excessive force on the gears. The limit switches will be attached to the driver side (left hand) side of the vehicle. No switches are attached to the passenger side.



OUTSIDE VEHICLE- DRIVERS SIDE VIEW

This picture shows the proper positioning of the "outside" limit switch on the drivers side motor plate assembly. (By "outside", we mean the view of the switch as viewed from outside of the vehicle.) The outside switch will be attached to the yellow wires of the wire harness, and the pink wires will be used to attach the inside (the view from the inside of the Jeep) limit switch.

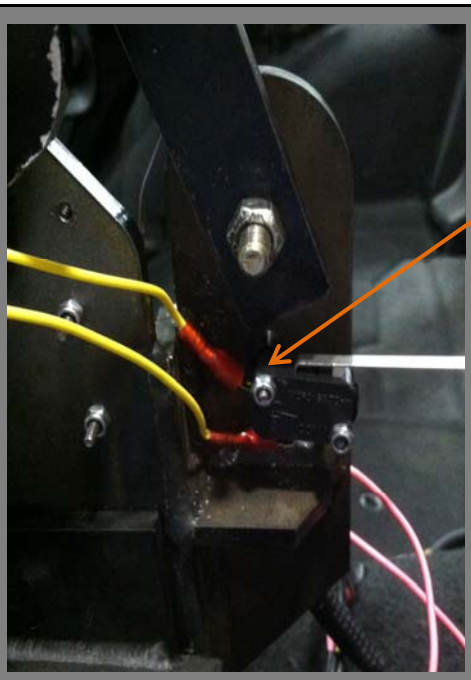
Metal lever arm on the limit switch points rearward. Toward the tailgate.

Place two (2) black nylon washers between the limit switch and motor bracket.

Sec.12. LIMIT SWITCH AND BRAKE LIGHT WIRE TAP

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

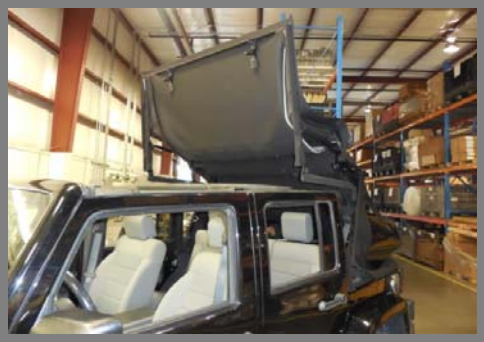
These washers are extremely important because they "insulate" the switch from contacting the Motor Plate. If the switch contacts the Motor Plate, the power is cut off from the Motor and will not operate. Thus if you push the open button nothing will happen.



Place one (1) black nylon washer between the inside limit switch and the motor plate. Note- Depending on the position of the limit switch lever to the rear trailing arm . The inside limit switch may not require any spacers or it may require up to two (2) spacers.

Both yellow wires have the same end connectors to attach to the limit switch, so the wires can be attached to either terminal on the limit switch. This point applies to the pink wires also.

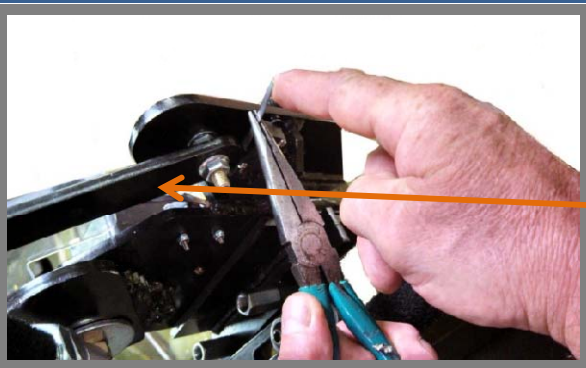
Cycle the top assembly to the open position. Once the assembly stops set your limit switch tab so that power is disconnected to the "top up" button.



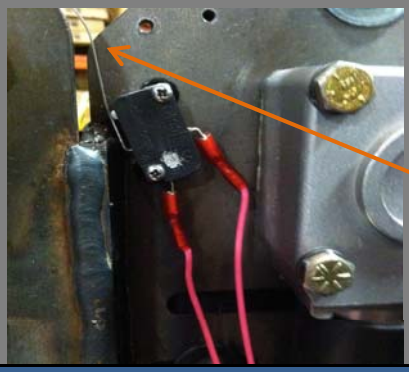
Operate the Frame Assy to the upright neutral position. "Neutral Position" means the forward section of the top assembly is just about vertical, and, with the power off, the top assembly does not drift open or closed.

Sec.12. LIMIT SWITCH AND BRAKE LIGHT WIRE TAP

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.



Carefully bend the limit switch levers to engage the Rear Trailing Arm when the top is in the open position.



INSIDE VEHICLE- DRIVERS SIDE VIEW

Limit switch with Pink wires shown on the **Motor side/ Inside** of the Motor Bracket.

Metal lever arm on the limit switch points rearward.

Bend the limit switch lever to engage the Trailing Arm when the top is closed.
If the limit switches are working properly, the switches will not actuate the motors in full open or closed position. Adjust the levers as necessary with needle nose pliers.

If the Top does not move, the limit switch may be "Grounding Out"

Sec.13. TOP ASSEMBLY ALIGNMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Please read entire section 13 before aligning the Top.

REQUIRED TOOLS & MATERIALS

TAPE MEASURE
3/4" PIPE
7/32" ALLEN DRIVER
DEAD BLOW HAMMER

Operate the top assembly to the upright neutral position using the "TOP UP" switch.

WARNING. The 23.25" measurement is the most critical measurement on the top! You must check the measurement on both the driver side and the passenger side. Do not assume that if the driver side measurement is correct, that the passenger side measurement is correct! You must measure both sides. Failure to maintain this measurement will cause the top not to fit properly, or function properly. It may cause the L-Arm to crash into the Side Plate and bend the L-Arm. If bent the L-Arm must be replaced. Failure to check and maintain this measurement is a primary cause of customer complaints, and damage to a top assembly.

Sec.13. TOP ASSEMBLY ALIGNMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

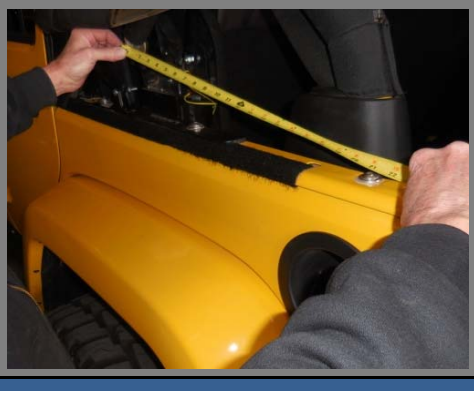
Please read entire section 13 before aligning the Top.

The top assembly must be in the exact correct position to work and seal properly. This position is achieved when the critical distance between the front edge of the shoulder bolt and the back side of the **#1 Locating/ Gauging Hole** (ref. in Sec.8) which attached the rear bow is exactly **23.25" .**

NOTICE

Measure from the front edge of the Rear Bow Adjuster shoulder bolt by hooking the tape measure onto the shoulder bolt of the Rear Bow Adjuster, as shown in the image.

NOTICE



If the 23.25" adjustment is not achieved then the Motor Mounting Bracket will require adjustment- Forward or Back. Before doing this, insure that the bolts which secure the Side Plate assembly to the HBB are tight, and that all of the bolts which secure the motor plates together (three bolts on each side) are loose- see next photo.

NOTICE

Sec.13. TOP ASSEMBLY ALIGNMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Please read entire section 13 before aligning the Top.

Loosen the three (3) pre-attached bolts on the motor plate Assy on both the left and right hand side of the Jeep to adjust the position of the motor mounting bracket, this will allow the installer to slide the top assembly forward or backward to achieve proper placement of the myTop onto the Jeep. The bolts should be loosened quite a bit to prevent any binding, and to ease sliding the top assembly forward or backward.

If you cannot slide the top assembly by hand, you may need to use a light dead blow hammer and a punch (or piece of pipe) to slide the assembly.
If you use a hammer and punch, use caution. Check and make sure that all 6 of the mounting bolts are loose before tapping the assembly.
Position the punch against the plate as shown in the photo. Tap the punch lightly. When you have achieved the critical measurement of **23.25"**, tighten the 3 bolts evenly. Note that as you tighten the bolts, the plate may shift and your measurement may change. If so, loosen the bolts slightly, tap into position, and then tighten again. Once you have achieved the proper measurement of **23.25"** on one side of the Jeep, proceed to achieve the correct measurement on the other side of the Jeep.

⚠CAUTION

Image of proper pipe placement against the Motor Bracket to move the motor mount and thus achieve the critical measurement of **23.25"**.

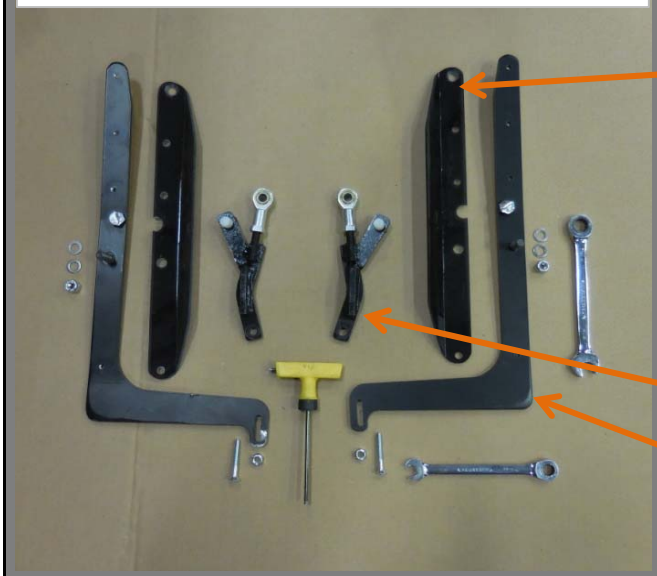
NOTICE

Sec.14. L-ARM ATTACHMENT

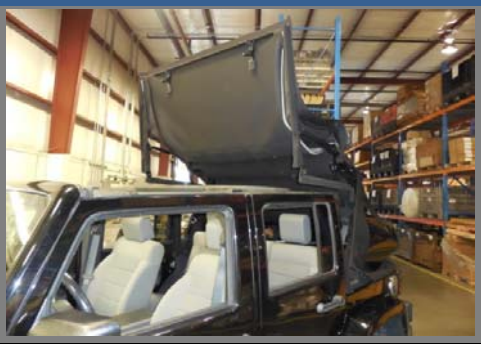
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

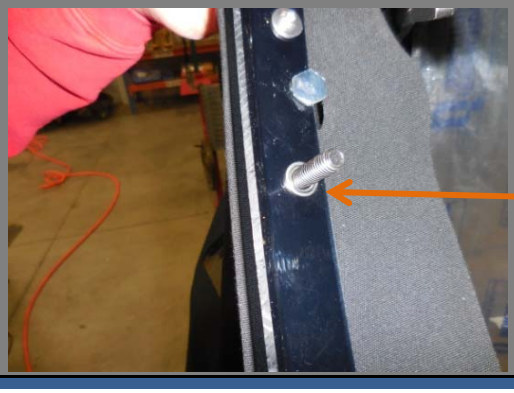
The acrylic pieces, interconnection arms, and L-arm are pre-attached to the Jeep Top Assy.



5/32" ALLEN WRENCH
9/16" OPEN END WRENCH
(2) BLACK TINTED ACRYLIC PIECE
(2) 1/4-20 x 1.75" Flat Head Screw
7/16" OPEN END WRENCH
(4) 3/8" SILVER WASHERS
(2) INTERCONNECTION ARM
(2) L-ARM
(2) 1/4-20 LOCK NUT
(2) 3/8-16 LOCK NUT



Operate the Frame Assy to the upright neutral position. "Neutral Position" means the forward section of the top assembly is just about vertical, and, with the power off, the top assembly does not drift open or closed.



The "L-Arm" assembly (LAA) is the black steel arm, shaped like the letter "L", which is attached to the fabric portion of the top assembly. Face the L-arm assembly towards you with the threaded stud showing. Place one (1) thin silver washer onto the threaded stud in the LAA, as shown in photo. Flip the L-arm back towards the vehicle.

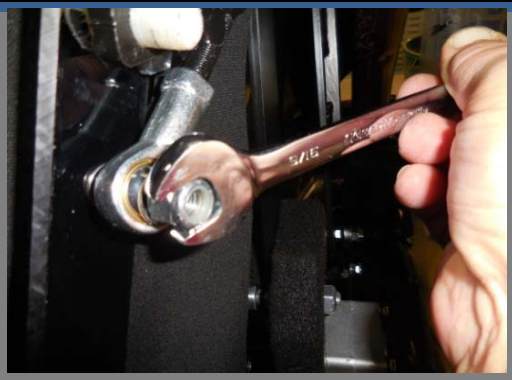
The L-Arm is pre-bent at the factory. Be careful not to bend it or use excessive force to position it.

Sec.14. L-ARM ATTACHMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Attach the "Radial Bearing" on the end of the Interconnection Arm onto the threaded stud of the L-Arm. At this point do not turn the Radial Bearing in or out; it is pre-set to fit most jeeps.

Place another silver washer onto the threaded stud, so the washer is on the outside of the bracket, and then thread the locking nut onto the stud.



Seat the 3/8" lock nut using an open 9/16" wrench. Tighten until the lock nut is flush with the threaded stud.

Note: Over tightening of the lock nut may cause damage to the Radial Bearing of the Interconnection Arm.

NOTICE

Align the slotted portion of the L-Arm (the short end) between the two tabs/brackets of the Side Plate Assy. Slide the 1/4-20 x 1.75" FH bolt into the hole.

Note: The Flat Head (FH) Bolt head should be installed from the outside of the assembly. Insuring that the beveled bolt head is on the outside of the Jeep, and the threaded end is on the inside of the Jeep tub.

Sec.14. L-ARM ATTACHMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

	Attach the 1/4 x 20" lock nut to the Flat Head Screw and tighten, leaving a 1/16" gap, between the lock nut and L-Arm; allowing the L-Arm to move freely between the 'tabs' on the Side Plate Assy and the Flat Head Screw, rotate freely.
	Use a 5/32" Allen wrench and a 7/16" open end wrench to tighten the lock nut to the Flat Head Screw. Do not over-tighten the FH Bolt!

Sec.15. MOTOR COVER PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

ALLEN WRENCH
7/16 SOCKET
(2) MOTOR COVER
(2) NYLON SPACERS
(2) 1/4-20 FLANGE NUT
(2) 1/4-20 X 2" SET SCREWS

Use an Allen wrench to attach the 2" long black set screw into the pre-taped hole in the SPA as shown. The black nylon spaces are interchangeable. Slide one spacer onto the set screw, as
shown in the picture.

Note the picture below of the motor cover properly positioned over the gear and portion of the the top linkage. Then align the motor cover over the front and rear studs and secure with the 1/4-20 flange nuts. Do not over tighten.

The photo shows correct attachment of the motor cover.

Sec.15. MOTOR COVER PLACEMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Cycle the MyTop assy down making sure the Motor Cover clears the Linkage assy.

Sec.16. FABRIC ATTACHMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

FLANGE	REAR WINDOW
	Operate the Frame Assy to the neutral position. To attach the Fabric to the Jeep Tub. Start at the rear corner by the tailgate, making sure that the fabric is properly positioned. Insert the flange under the retaining lip.
	Start at the rear corner, working around to the side, pushing the Velcro Strip all the way under the Tub Flange.
	It is important that when going around the corner the flange is properly inserted into the retaining lip.
	Once the fabric is properly seated, proceed to the side flange.

Sec.16. FABRIC ATTACHMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Continue to insert the fabric along both sides.

Fabric seated in the proper position. If the rear end of the fabric is not properly positioned; it will flip up, and the top will not fit properly.

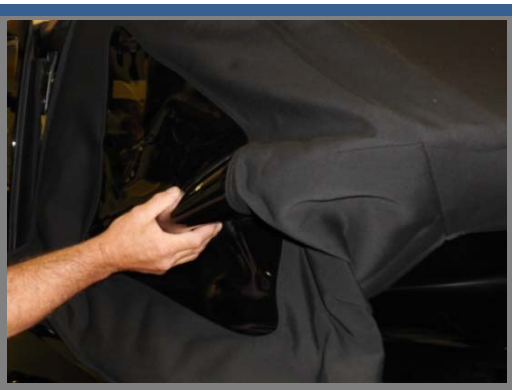
Insure that the rear window is at room temperature before installing. Move the top assembly to the close position initially to attach the rear window. Install the rear window, starting with the top zipper first. Note that the window edge with the sewn-in Velcro strip goes down, the zipper side is the upper side. The Velcro must face the inside of the vehicle.

After attaching the top zipper, move the top assembly to the neutral open position to aid in attaching the side zippers. Pull the fabric down and position the fabric. Relax any folds or bends in the rear window to insure a snug fit. Operate the top to the fully open position, then attach the rear window Velcro to the tail gate Velcro. Close the top to remove folds or bends in the rear window. By pulling the edge down and forward, as shown in the photo, you will eliminate wrinkles under the window.

Sec.17. TRAINING THE WINDOW TO FOLD CORRECTLY

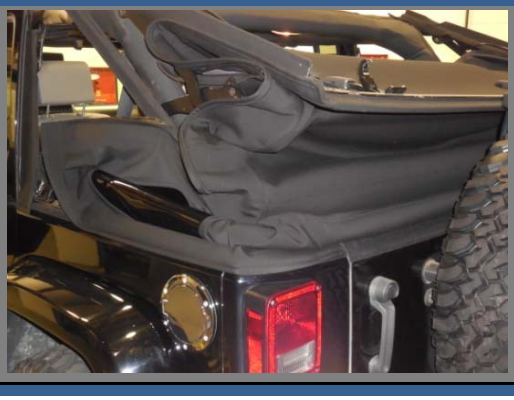
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

MyTop uses side and rear window material which are twice as thick as the factory windows, and are more difficult to fold correctly. In order to minimize window wear, and to insure long window life, the windows must be "trained" to fold correctly.
Training the window and fabric means to fold the window correctly in the beginning, to insure that the window will fold correctly in the future, without kinks or pinches. Training means to fold/bend the window slightly where it should fold, without kinks as shown in following photo. Be careful to not kink the window.



Train the side windows to properly fold prior to cycling the Top. In the upright neutral position gently fold the side windows around the rear bow rod end. Caution Pinch Points are present.

Cycle the top into the fully open position. Insuring the side window is properly folded. Repeat as needed.



Top assembly shown in the open and stowed position.

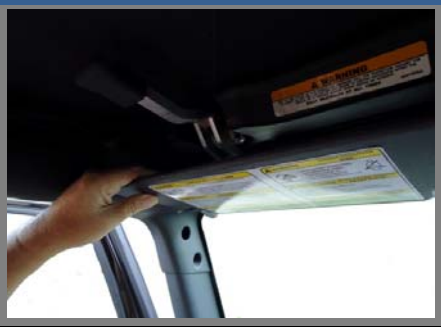
Sec.18. TOP OPERATION

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Always operate the top carefully and cautiously- insuring that no hands or fingers are in the travel of the top.

⚠CAUTION

OPEN



To open the top rotate both sun visors down and detach from the retaining clips.
Rotate both sun visors outward against the door to gain access to the latch assembly.
Note: Once the top is properly installed and adjusted, you need not rotate the visors each time the top is opened.

Grasp the padded handle and pull down, releasing the latch from the receiver. Repeat for the other side. Return both sun visors to their original position.

Start the Vehicle. Always check that no hands or fingers will be pinched when operating the Top.

Press down on the brake pedal firmly. Push and hold the "TOP DOWN" button on the switch until the convertible top stops in the open position.

It is very important to fully release both of the latches, and to then insure that the latches will not catch the receiver block before moving the top. If a latch is not released fully, and the "top up" button is pushed, a gear may jam and break. Because of the weight of the top, you can help the top start by manually pushing up on the handle some 6-8 inches before pressing the "top open" switch.

NOTICE

Sec.18. TOP OPERATION

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Always operate the top carefully and cautiously- insuring that no hands or fingers are in the travel of the top.

⚠CAUTION

CLOSE

To close the top rotate both sun visors down and detach from the retaining clips. Rotate both sun visors outward against the door.

Press down on the brake pedal firmly. Push and hold the "TOP UP" button on the switch until the convertible top stops moving to the closed position. The Top is designed so that when it is moved to the closed position, the Front Header stops 2-7 inches above the windshield frame. The operator may then use the handle on the Front Header to pull the top down so the latches may be attached.

With your right hand grasp the center handle and pull downward.

With your left hand align the hook on the latch assembly with the receiver. Rotate the padded handle upward latching the hook into the receiver. Push the padded handle upward into the locked position. Repeat for the passenger side.

For the initial top operations, pay close attention to the top operation; carefully watch the top move, and insure that the top does not bind, twitch, or catch incorrectly. Always insure that no one, inside or outside of the vehicle has hands or fingers within the travel path of the top.

NOTICE

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Congratulations! You have completed the installation of your new MyTOP convertible top. Now you must "fit" the top to the particular dimensions and angles of your Jeep. Proper fitting is required to prevent damages to your Jeep and the MyTOP, and to eliminate and minimize water leaks, air leaks, and excessive wear on the MyTOP.

If you have owned Jeeps in the past, or have worked on them, or added after-market accessories, you already know that the dimensions of the body tub, doors, windshield frame, roll cage vary in virtually all Jeeps. No two Jeep bodies are identical. As a result of all of these "individual variations", MyTOP was invented and designed with multiple adjustments to fit 90% of the Jeeps which roll out of the Toledo manufacturing facility.

A MyTOP is "pre-adjusted" at our factory to fit as many possible variations as possible, but this does not guaranty that your Jeep is within the range of "anticipated variations". The more your particular Jeep deviates from the "standard norms", unfortunately, the more time you will need to adjust the MyTOP. We have created this fitting and adjustment section to guide you through the fitting process, a process which we have found is best undertaken in a step by step process, making all of the "big" adjustments first, and progressing to "fine" and "finer" adjustments.

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STEP 1. CONFIRM CRUCIAL MEASUREMENTS

Prior to starting any adjustment, you must first confirm several measurements on the motor plate placement, and the side panel placement. It is extremely important that measurements be confirmed on both the driver's side and the passenger side of the vehicle. Please do not assume that if the measurement is correct on the driver's side, that the measurement is correct on the passenger side. We have discovered that customers often fail to check these measurements, leading to a poor fit, and, potential damage to the MyTOP.

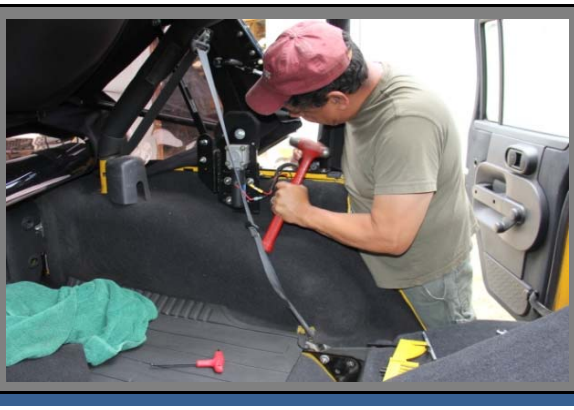
Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

MOTOR PLATE PLACEMENT

As noted in the picture, the distance between the far edge or will it be front side? of the "rear measurement hole" and the rear side of the motor plate must be exactly 23 inches. Please note that the measurement must be taken from the rear side of "the rear side of the measurement hole", not the center of the hole, and not front side of the rear measurement holes. Starting with the driver's side, check the measurement. Once you have confirmed measurement, we advise you to check it again, In the event that the measurement is not exact, the motor plate can be slid forward or back by first loosening the three (3) mounting plate bolts enough to slide the plate. Note: Failure to set these measurments before operation will result in a bent L-Arm.

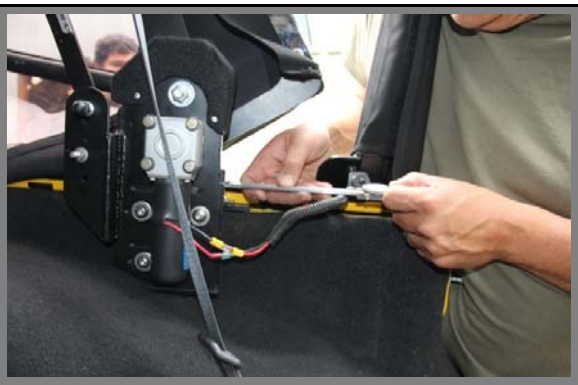
Because the motor plate is heavy, and there are three (3) steel "pins" on the motor plate that keep the plate in correct position, you may need to use a hammer and drift to move the plate, as shown in the picture.

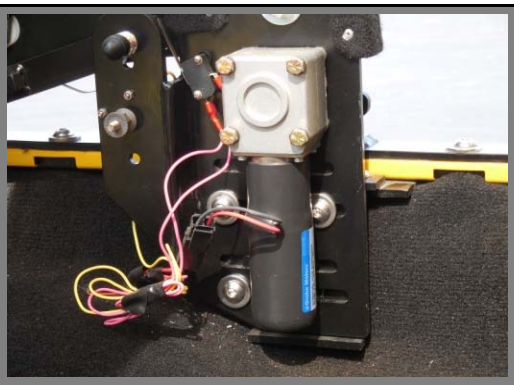


Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

After sliding the plate, confirm the measurement, and tighten all four bolts. Because sliding the plate may move during tightening, confirm the measurement again. Once the driver's side is adjusted, repeat the procedure on the passenger side.





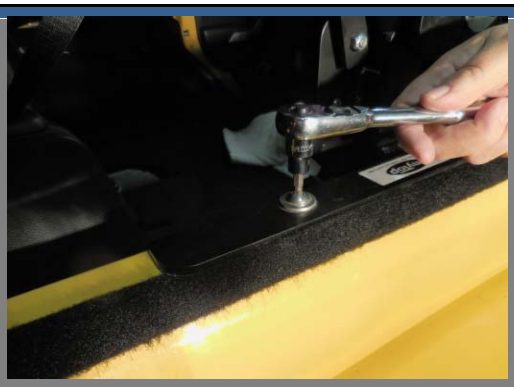
SIDE PLATE PLACEMENT

As noted in the picture, the front side of the Side Plate must be positioned close to the rear side of the rear door to create a water and air seal. Most Side Plates will mate to the rear door without adjustment. Sometimes, however, the rear door will "crash" into the Side Plate, meaning that the Side Plate must be adjusted rearward.

Sometimes there will be a gap between the rear door and the front side of the Side Plate, and the Side Plate must be moved forward. Adjustment forward, or rearward, is made in the same fashion, by loosing the three button head bolts which hold the Side Plate to the Jeep tub, and by loosing the roll bar bracket bolt, as shown in the photos.

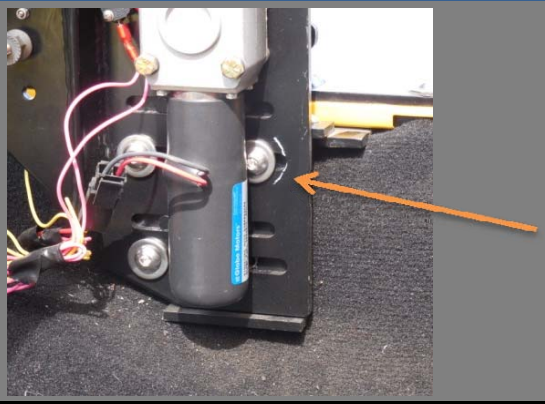
Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.



Note: you will notice that when you move the Side Plate forward or back, the Horizontal Bottom Bar moves too. If you determine that a Side Plate needs to move rearward or forward, we highly recommend that you mark the initial placement of the rear of the Side Plate tub mounting plate with a visible marker or crayon, as shown in the picture.

In some cases you may find that the lower portion of the Side Plate seals correctly, but that the door itself is hung at an angle, and you must "shim" outward, or inward, the upper portion of the Side Plate. This is done by adding or removing the 3/8 thick washers, as noted in Section 7.



After you reposition the Side Plate, it is CRUCIAL to likewise readjust the motor plate by the same distance. For example, if you move the Side Plate rearward by ¼ inch, you MUST now move the motor plate rearward the same amount: ¼ inch. Again, we recommend that before re-adjusting the motor plate, mark the plate placement with a colored pen, as shown in the photo.

Check the placement of the Side Plate on the other side of the vehicle, and adjust, if necessary by repeating the above procedure. Do not assume that if you had to move the side Plate back on the drivers' side by ¼ inch, that you have to move the passenger side back by the same amount! You may need to move it forward, or you may have to move it back, but by a different measurement.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

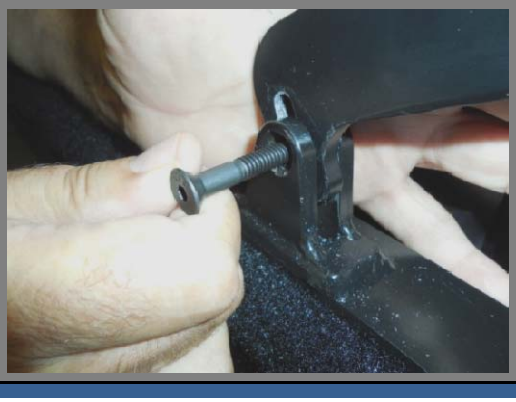
STEP 2. L-ARM ADJUSTMENT

Proper placement, movement, and operation of the L Arm are crucial because it creates the seal between the moving top, and the stationary side plate, at the area most-likely to leak water if not adjusted properly. Improper placement of the L Arm is the leading cause of a bend in the L Arm, or even the Interconnecting Arm. Because of the potential for damage to the myTop, L Arm adjustment is the most critical adjustment, and, may require the most amount of time because the adjustments must be made carefully and slowly. These are the four required adjustments.

L-ARM FABRIC ADJUSTMENT

Cycle the MyTop assembly into the neutral / half-open position.

Remove the 3/8-16 nut.



Remove the 3/8-16 x 1.75" flat head bolt.

Sec.19. FINAL FITTING AND ADJUSTMENT

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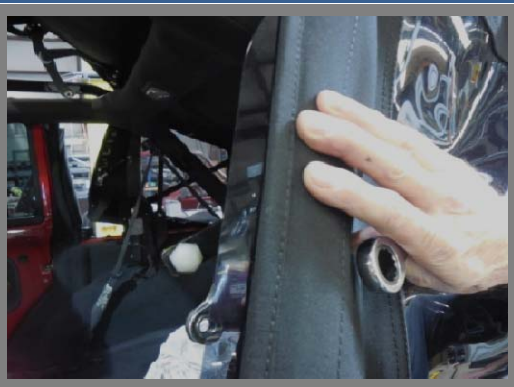
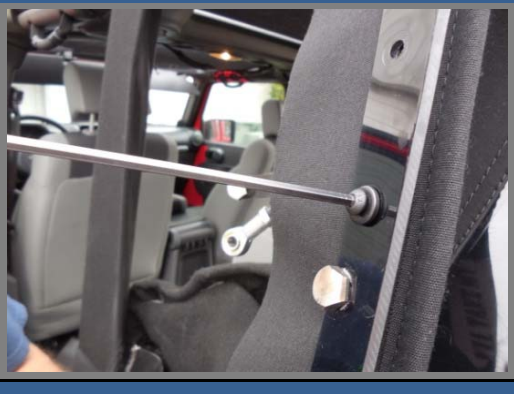
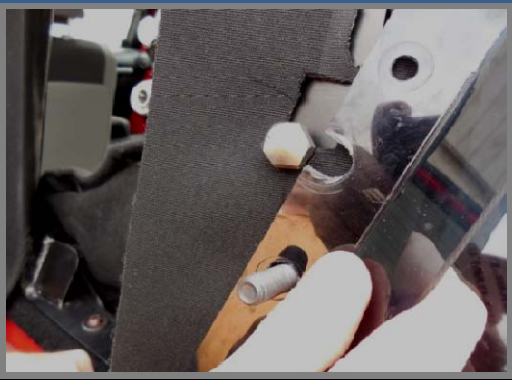
	Once the L-arm and interconnection arm is detached flip the fabric over exposing the attachment points, located on the acrylic piece.
	Fore-and-Aft adjustment point to the acrylic piece.
	Lateral adjustment point. Allows for In-and-Out alignment.
	Remove all four (4) 1/4-20 x 1/2" screws and washers.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Remove the 1/4-20 x 1/2" flat head bolt.

Once the L-Arm bolt is removed from the Offset Bar. Remove the washer.



Loosen the 7/16" hex head bolt. Remove the Acrylic piece.

Depending on the fabric adjustment, you may need to increase the size of the slot in the fabric to achieve a proper fit. Use strong scissors or a knife. Use caution when working with sharp pointy objects.

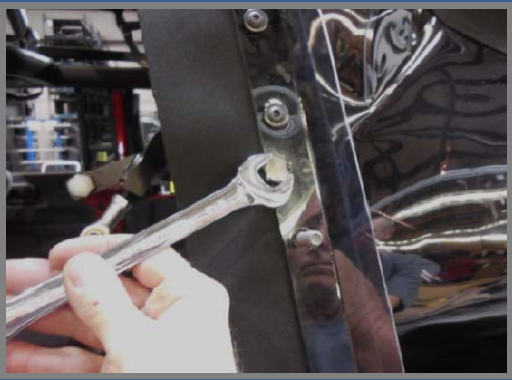
⚠CAUTION

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

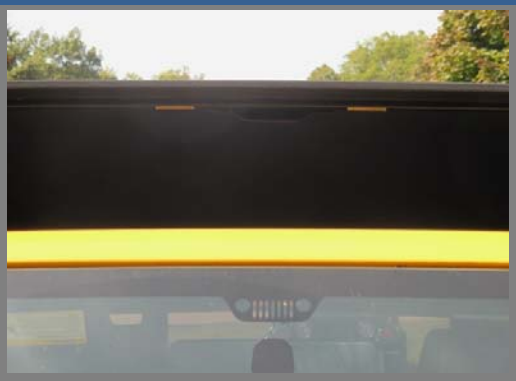
Once the fabric is slotted re-attach the Acrylic piece to the L-arm. Prior to tightening the fasteners pull the fabric up or down to the desired position. Photo shows pulling fabric upwards.

Photo shows pulling the fabric downwards.



Once proper alignment is achieved tighten all fasteners. Make sure the 7/16" hex head bolt taper faces rearward as shown in the photo.

L-ARM ADJUSTMENT- SPRING ADJUSTMENT



Open the top fully, then move it to the closed position. The leading edge of the top should come to rest 8 inches above the top of the windshield frame, as seen in the picture. If it is too high, or too low, on one side or both, then the spring adjustment will need to be tightened or loosened, as shown in the photo.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

The nut is held in place with "Loctite" and will require medium pressure to move. If you have more than 6 inches, the cable is too tight, and should be loosed by turning the nut, counter clockwise.

If you have less than 6 inches, the cable is too loose, and needs to be tightened by turning the nut clockwise.

Be sure to check both sides.

Image of proper distance between the leading edge of the top and the windshield frame.

Sec.19. FINAL FITTING AND ADJUSTMENT

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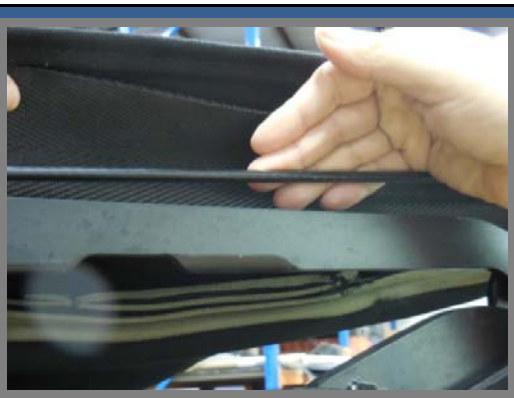


Once both sides are set, check the tension on the cables to insure that both are holding roughly the same amount of pressure. If one is tight, and one is loose, meaning the tight one is the only one pulling, then you must adjust both cables so that the "load" is pulled equally on both sides.

L-ARM ADJUSTMENT- CLEARANCE BETWEEN L-ARM AND SIDE PLATE

This is a crucial measurement! If this measurement is too tight, then you will damage the L-Arm when you close the myTop. As noted in the picture there should be a ¼ Inch gap between the rear side of the Side Plate and the "front" of the L-Arm when the top is closed. Because the rear bow,(the third bow) pulls on the fabric on the side of the myTop, which may interfere with maintain the proper gap between the L-Arm and the Side Plate, you must first insure that the rear bow is "level" or straight when viewed from the back.

The photo shows a "level" third bow. It should appear level to the eye.

To insure the third bow is in correct position on your Jeep tub, measure from the top of the taillight to the top of the rear bow. **We have found that this measurement is 31.25 inches.** Measure the distance as shown in the photo. If one side is low, or if one side is high, the adjustment is the same. You must adjust the length of the rear bow by adjusting the rear bow adjustment nuts, as shown in the photo.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Before adjusting, mark the location of the rear bow on the threaded arm. By turning the adjustment nuts outward, you will raise the bow. By turning the adjusting nuts inward (toward the screw) you shorten the bow rod, which lower the third bow. Be sure to check both the driver side and the passenger side of the vehicle. Having insured that the rear bow is in the correct location, you can adjust to achieve the ¼ inch gap between the L-Arm and the rear of the side plate.

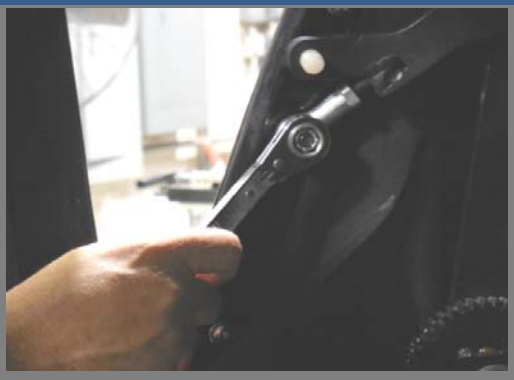
The '1/4 inch "gap" should be maintained at the top of the L-Arm, and the bottom of the L-Arm. If the "gap" is too small, the L-Arm will crash into the Side Plate, and damage the L-Arm. If the "gap" is too big, then you may experience a water and or air leak. The "gap" is adjusted by adjusting the length of the Interconnecting Arm.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

The length of the Interconnecting Arm is adjusted by turning the redial bearing in or out, as reflected in the picture. Because of the risk of shipping damage to the L-Arm, the radial bearing is turned all the way in before the MyTOP leaves the factory, making the Interconnecting arm as "short" as possible.

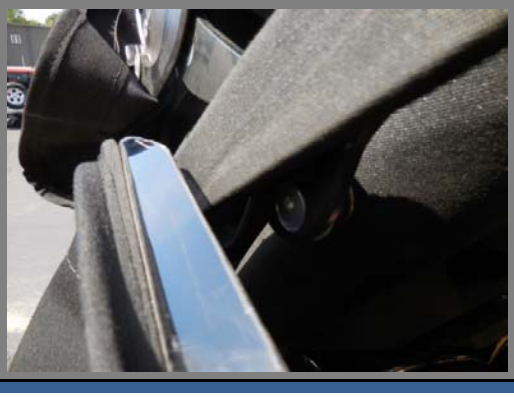
If you find that you have more than a ¼ inch gap, you must "lengthen" the Interconnecting Arm by turning the radial bearing one complete counter-clockwise turn.



Do not turn the radial bearing more than one turn at a time, or the Interconnecting Arm will become too long, and the L-Arm will crash into the Side Plate! This process may become time consuming, but such small adjustments must be made, because "over-adjustment" will cause damage to the MyTOP.

Remember: one side of the Jeep may have a perfect "gap", and the other side may have too much "gap", so always check both sides, and adjust as required.

L-ARM ADJUSTMENT, L-ARM SLACK



You must insure that the L-Arm will not rub or crash into any other part of the MyTOP linkage while in operation. By actuating the MyTOP you can observe if it is hitting or rubbing on any part of the linkage. If it is, you must adjust the linkage so that it will not interfere with closing. First insure that all bolts holding the various linkage parts are tight enough that they flow smoothly, but not so tight that the linkage piece bind up during operation.

Sec.19. FINAL FITTING AND ADJUSTMENT

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L-ARM ADJUSTMENT- L-ARM PIVOT SLACK

Proper operation of the L-Arm requires that the L-Arm be able to slide up and down in the L-Arm attachment block as shown in photo. If the L-Arm does not travel freely in the attachment block. Loosen the mounting bolt as shown in photo.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

STEP 3. LATCH ASSY AND FRONT HEADER TENSION

The windshield clamps must be tight enough to hold the front edge of the MyTOP firmly against the rubber seal along the top of the windshield frame, but not so tight that the clamps are too tight to close the latch. Tightening or loosening the clamps is performed in the same fashion.

Loosen the screws which hold the clamp to the windshield frame so that the clamp block will move up or down. Note: The factory pre-threaded holes are susceptible to stripping out if you over-tighten the screws. Be careful not to strip out the holes!

STEP 4. DOOR ADJUSTMENTS

Image of improperly fitted door.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Start by closing the driver's side door, and then visually inspect the fit across the top of the door, and then inspect the fit of the rear door (4 door Models). A proper fitted door will look like the door in the photos.

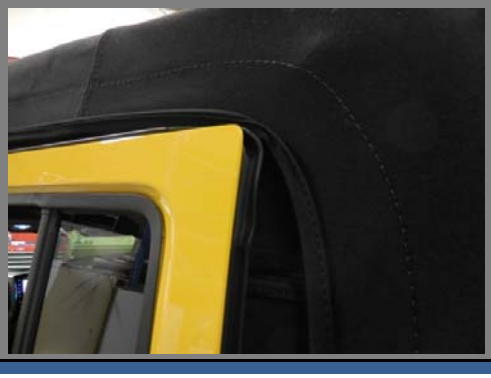


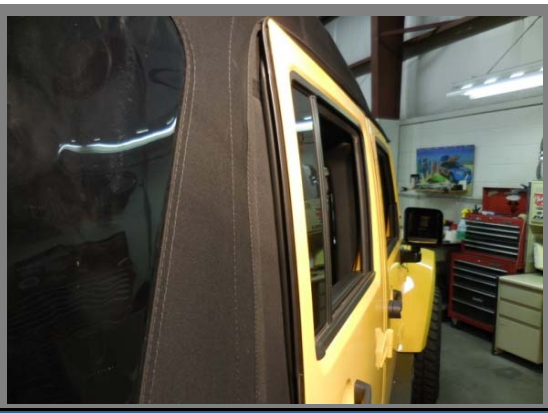
Image of improperly fitted door.

Adjustment of the interior door latch strike plate may be necessary, as shown in the pictures.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

The pictures show the two common door fitting problem areas: If the door hits the "pistol grip" or the Fabric hangs over the edge of the door.



Adjustment of Pistal Grip, as shown in the picture.

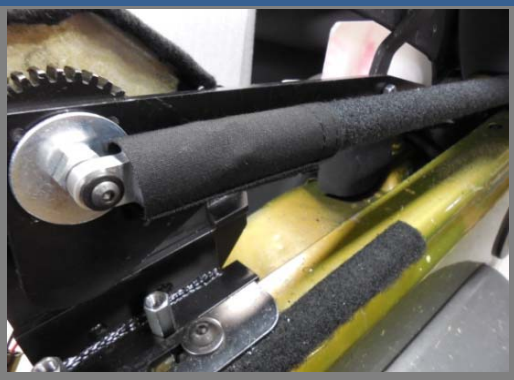
Operate the top to the open position. Pull the Rear Bow rearward. Mark your adjustment nuts, with a marking pen. Adjust each nut one full turn to gain proper fabric tension. Turning the nut Clockwise increases the tension of the fabric, removing excess fabric wrinkles. Turning the nut Counter-Clockwise decrease the tension in the fabric. Function the top and re-adjust as required.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Once the rear bow is properly adjusted place the adjuster bolt fabric around the adjustment nut.

Rotate the seam to the underside.



Proper placement of the the adjustment bolt fabric cover.

STEP 5. L-ARM FABRIC FIT

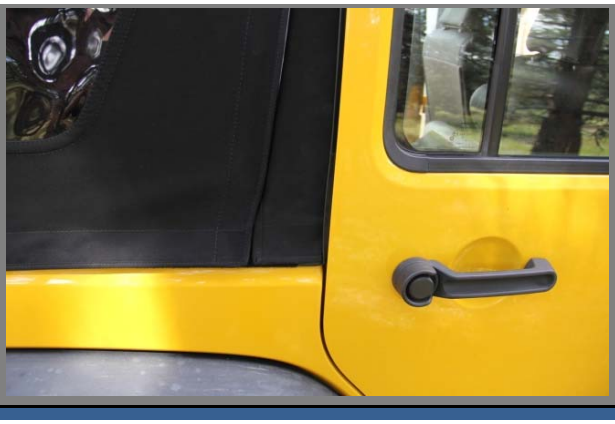
Remember the placement of the washers, either between the L-Arm and the Interconnecting Arm, affect where the L-Arm and the lexan piece meet the rear of the Side Plate. If you do not have the correct width of washers between the interconnecting arm and the lexan piece, the lexan piece will crash into the rear of the Side Plate, bending or breaking the lexan piece!

This adjustment is a "fit and finish" adjustment. When the fabric is properly attached to the L-Arm, the fabric "seam" will line up nicely with the back of the plastic lexan piece. If the "seam" is bunched up against the lexan piece, or if there is a gap between the "seam" and the lexan piece, the adjustment is the same.

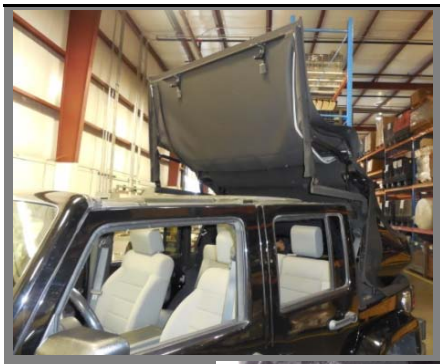
Sec.19. FINAL FITTING AND ADJUSTMENT

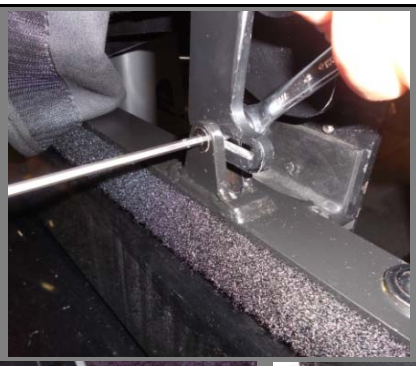
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

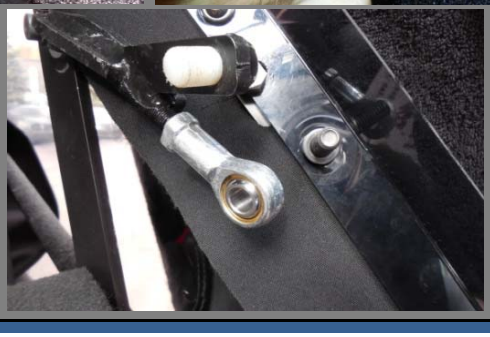
The photos shows a fabric fit properly to the L-Arm and/or the Interconnecting Arm. Adjustment of the L-Arm gap, as noted above, must be correct before starting this adjustment.



You must first disconnect the L-Arm attachment bolt, and then disconnect the Interconnecting Arm from the L-Arm.







To adjust the fabric, loosen the button head screws which hold the fabric and the lexan piece to the L-Arm.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

The holes in the fabric are elongated, so that the fabric can slide up, down, or sideways.

Reposition the fabric as needed.

Retighten the button head screws. NOTE: Do not over-tighten these screws, or they may strip out.

After you have adjusted the "seam" you must then insure that the seam is in the correct position, not too high or too low. If the "seam" is too high, then the fabric will create an "airscoop" as seen in the picture.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

If the "seam" is too low then the lower portion of the fabric will extend below the "waist line" of the top and look sloppy, as seen in the picture.

If you find that there is a large gap between the fabric, and the rear of the side plate, as shown in the picture, loosen the button head bolts and pull the lower portion of the fabric closer to the L-Arm.

You may find that if the fabric will not pull downward enough to "close the gap" between the bottom of the fabric and the waistline, you may need to loosen the second bow by making the adjustment shown in the photo. Remember to complete the operation on both sides of the vehicle.

Image of the gap closed to create a smooth fit.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

STEP 6. WAIST LINE FIT

Do not be surprised if you experience a gap on one side of the vehicle, and an overlap on the other side! Remember: there are many variations in the tub, and some of the variations may exist from one side of the body tub to the other.

Photo shows a proper waist line fit which is basically like a straight line between the MyTOP, and the body tub.

Photo shows the problem which results from the wrong adjustment of the rear bow.

To loose then, Photo shows the problem which results from the wrong adjustment of the middle bow.

If you note a "bulge" below the waist line, you tighten the middle bow. If, on the other hand, you see a "gap" in the waist line, then you must loosen the middle bow.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

STEP 7. WIND NOISE OR TOP NOISE

A properly-fitted MyTop will be quieter than a soft top or a hard top. This is achieved principally by the full headliner sewn into the myTop. (It is made out the exact material used in a Porsche). If you experience "wind" noise when driving you must first identify the source(s) of such noise. Wind noise may occur in one of four areas: the front corner above the front door, above a door(s); by the L Arm; or the windshield frame.

Noise arising from the front of the MyTOP and the top of the windshield frame may occur if the clamps are too loose. The solution is to tighten the clamp blocks. NOTE: these screws may strip easily. Do not over-tighten the screws.

FRONT CORNER WIND NOISE

Excessive noise at the front comer may result from the clamp not pulling the front of the MyTOP firmly against the windshield rubber seal. The solution is to tighten the clamp

ABOVE DOOR WIND NOISE

If the "seam" above the doors is too far above the doors, then the door may be hung too low. To adjust, loosen the door hinge screws (the screws that hold the hinge to the body tub) and push the door upwards, then tighten the hinge screws.

L-ARM WIND NOISE

This wind noise may result because the L Arm is too far away from the rear of the side plate. This may be adjusted by removing one of the washers between the interconnecting arm and the L Arm.

WIND FLAPPING OR RATTLES

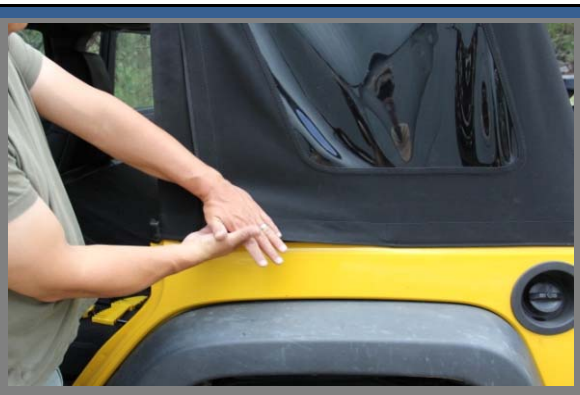
Wind flapping noise is generally cause by a loose fitting fabric. Locate the area of flapping, pull the fabric, and insure that the Velcro is tight. Rattles may occur if the linkage pieces are loose. Tighten the loose parts, remembering that all linkage arms must be free to travel, without binding up.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

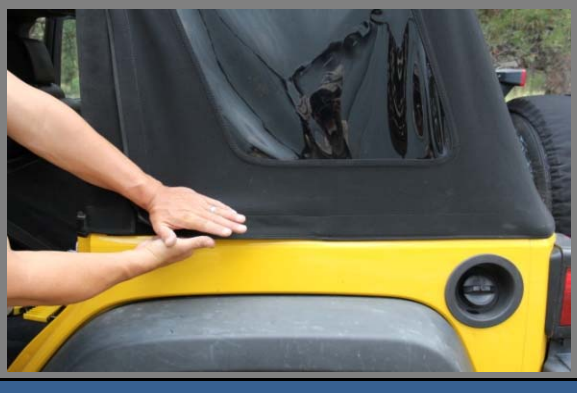
STEP 8. WRINKLES ON THE SIDE OF THE MyTop

A properly fitted myTop will result in a nice fit on the side, without wrinkles.



If the wrinkles appear between the front of the sewn in windows and the L Arm, you may need to pull the fabric "seam" closer to the L Arm, removing the wrinkles.

If the wrinkles appear above the window, you may need to adjust the middle bow, up or down, and adjust the rear bow to be tighter or looser, by adjusting the length of the rear bow, as described above.



If the wrinkles are below the windows, then you may need to pull the fabric downward, or down, and closer to the L Arm.

Wrinkles behind the window are caused if the rear bow is too long. The length of the rear bow is adjusted as noted below.

Sec.19. FINAL FITTING AND ADJUSTMENT

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

	Wrinkles behind the window are caused if the rear bow is too long. The length of the rear bow is adjusted as noted above.
	Wrinkles behind the window are caused if the rear bow is too long. The length of the rear bow is adjusted as noted above.

Sec.20. TAILGATE ACCESS

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

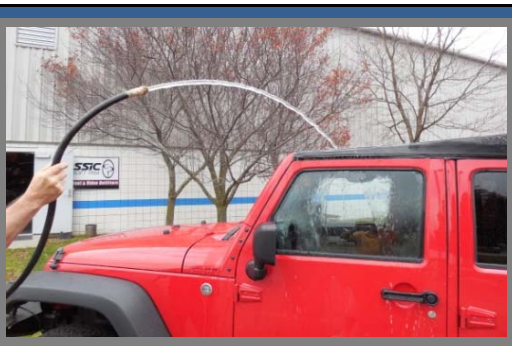
	Partially unzip the rear window, on both sides, allowing access to the Velcro
	Pull and release the Velcro from the tailgate.
	To close the tailgate, pull the rear window lower flap up while closing the tailgate.

Sec.21. WATER SPRAY AND ROAD TEST

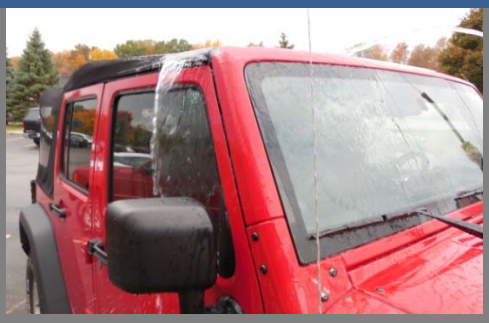
CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

REQUIRED TOOLS & MATERIALS

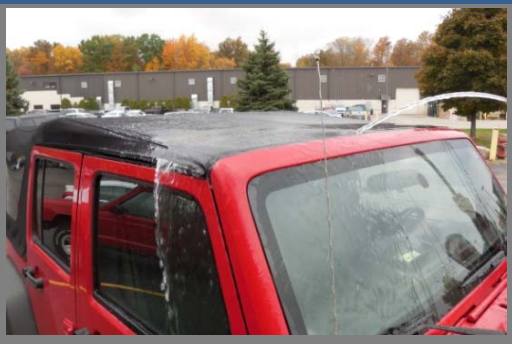
PAINT PEN	WARRANTY PAMPHLET
OPERATING PROCEDURE	WARRANTY CARD



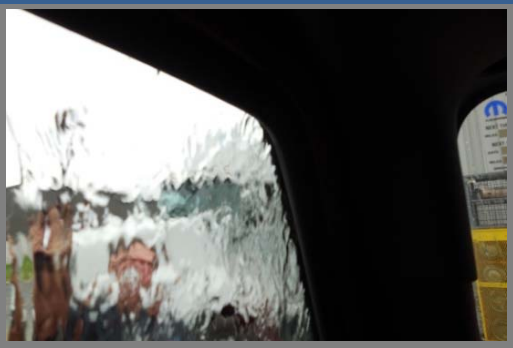
After completing the installation it is advised that you water test the myTOP using a garden hose. When spraying the top, angle your spray down at a 45° angle.



Make sure when spraying the water onto the fabric that all areas are properly saturated.



Spray the header area, making sure that no water leaks into the vehicle.

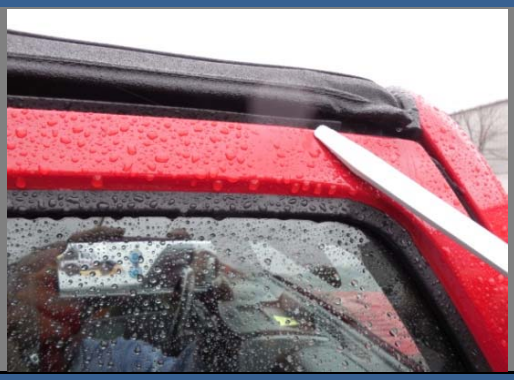


While water testing the MyTop you may want to have a second person in the vehicle checking for water leaks. Continue to check for leaks above the doors and the rear tail gate area.

Sec.21. WATER SPRAY AND ROAD TEST

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

DOOR SEAL MODIFICATION



If you experience water intrusion in this area you may need to rework the factory door seal.

In some cases you may be required to trim the seal for proper water management.

If you experience a water leak at the upper door it is recommended that you cut the seal as shown in the photo.

Photo shows the cut seal section, allowing for proper water drainage.

Sec.21. WATER SPRAY AND ROAD TEST

CAUTION; READ CAREFULLY AND UNDERSTAND ALL INSTRUCTIONS IN THIS SECTION BEFORE PROCEEDING. PLEASE WATCH THE VIDEO TO AID INSTALLATION.

Cycle the top assembly, check that all bolts are tight, and wire connections are secure;
Check the brake pedal function;
Check the Spare Tire Bolts
Check the function of the switches;
Function the Latch assemblies;
Check the fit of the Fabric;
Check limit switch function;
Apply paint pen to exposed screw heads or scratched assembly;
Check to verify safety labels are in place;
Place Warranty Pamphlet in the glove box;
Place the operating procedure into the Jeep; and
Complete and return the customer warranty Card

Perform a road test on the vehicle. You will be primarily testing for wind noise and rattles. Resolve any wind noises or rattles prior to delivery.
ENJOY YOUR MYTOP!

CARE AND MAINTENANCE

Fabric Care: Hand washing in shade, not direct sunlight, is best. DO NOT USE DETERGENT. Bird and tree droppings, as well as other loose particle soils or films should be removed immediately. Vacuum with a brush attachment and rinse thoroughly with water to remove loose particle soils. This will also prevent the soils from being redeposited during the cleaning process. Once the fabric has been rinsed thoroughly, spray RAGGTOP™ cleaner evenly over the entire surface while it is still wet. Allow the cleaner to soak for 10-20 minutes and then scrub lightly with a soft nylon brush or terrycloth rag. Rinse thoroughly, preferably until no remaining soap foam is observed. Additional cleanings may be required. It is best to determine the need for additional cleanings after the fabric has dried completely.

Window Care: Do not wash with any type of brush to avoid scratching. Wash windows with a watered down cloth or sponge. Do not clean windows while they are dry to avoid scratching. Be careful cleaning in low temperatures, windows will become more susceptible to scratching and cracking. Do not roll up windows in low temperatures to prevent cracking. Window should be clean when rolled up.

We do not recommend automated car washes as they may use harsh detergents and the older style carwash with “barrel” brushes should be avoided as they may damage the cloth and the plastic windows.

OWNER'S MANUAL AND SAFETY INFORMATION

Dear myTop Owner:

Thank you for your purchase of a myTop convertible top for your Jeep Wrangler. Judging by the product you have chosen, you are an adventuresome motorist of a special breed, and you are probably no novice when it comes to Jeeps or motoring adventure. From its hand-crafted aircraft-grade aluminum parts to the finest fabric material available, the myTop emPOWERing convertible top has been conceived, developed, and manufactured to the highest standards. Now, for the first time, your Jeep can fully match your active lifestyle. The myTop convertible expands your use of your Wrangler – with the push of a button your Wrangler is an every-day driver or a vehicle poised for adventure. And because of the added convenience of a convertible, the adventure begins in your driveway! We use the term "emPOWERing" here at Signature Automotive because the myTop product truly empowers you to dictate when you drive your Wrangler – Mother Nature no longer determines if you take the Wrangler our or leave it in your garage.

Remember, however, as with any automotive product, you should take time to familiarize yourself with your myTop and its performance characteristics. Always drive within your unique capabilities as an operator and within your level of experience with your Wrangler. Also ensure that anyone else driving your Wrangler does the same. Always use your safety belts, never consume alcohol or drugs before or during the operation of your Wrangler; and never text and drive.

This myTop Short-Form Owner's Manual and Safety Information card contains a host of useful information, safety considerations, and warnings. Please take the time to read this Manual before you operate your new myTop. Become familiar with the operation of your myTop for maximum safety and operating pleasure. The better you know your myTop, the more pleasure and safety you will experience. Always keep your Owner's Manual in the Wrangler, and give it to the new owner if you ever sell your vehicle.

Additional information concerning the myTop can be found on the Signature Automotive Products, LLC (Company) website – www.signature-autoproducts.us. It contains even more valuable updates, revisions, new safety information, and general information on how you can keep your myTop in top driving and operation condition. It also notes when you should contact the Company or any Authorized myTop Restyler ("AMR") in the event you need service.

Enjoy your emPOWERing myTop!

Dave Gienapp
President, Signature Automotive Products

Jeep, Wrangler, and the Jeep grille are registered trademarks of Chrysler LLC.

IMPORTANT SAFETY INFORMATION

Signature Automotive Products strongly recommends that the driver use extreme caution when using any device or feature, including myTop, that may take the driver's attention off the road. The Company strongly recommends that the driver and any operator and passenger read and then follow all instruction, warnings, cautions, and notices at all times. The word **WARNING** in this manual or on the vehicle means that a hazardous situation may exist, and, if not avoided, could result in death or serious injury.

WARNING! Follow all instructions in this Manual, in the Jeep Wrangler Manual, and on vehicle warning stickers.

WARNING! Do not operate myTop while the vehicle is moving, or if the top is partially opened or closed.

WARNING! Do not attempt to unclamp, adjust, zip, fold, tamp, or touch myTop while vehicle is in motion. These actions are distractive; unclamping myTop while driving may cause wind to enter into the passenger compartment and thus open the top, distract the driver, passenger, or other motorists, and cause injury or death.

WARNING! Do not disable, remove, or tamper with any safety feature, including an interlock brake switch, safety shrouds, an ignition-on switch, and padding.

WARNING! Do not leave myTop closed if the vehicle is parked and there is an exhaust leak or blockage, or if engine exhaust can accumulate in or near the vehicle. Inhalation of exhaust will lead to serious injury or death.

WARNING! Do not install any devices or accessories that might interfere with movement of myTop, Any such device or accessory may impede myTop's safe operation, causing severe injury or death.

WARNING! A myTop does not prevent a roll over, and will not provide protection in the event of a rollover. Roll-over protection is provided by the Wrangler as specified in the Wrangler Owner's Manual produced by Chrysler LLC.

WARNING! Always be sure you and others in your vehicle are buckled up properly.

WARNING! Leaving unattended children or infants in a vehicle is dangerous and may lead to severe injury or death.

WARNING! Children and infants should be warned and instructed not to touch the myTop while it is moving, nor the parking brake, the brake pedal or the shift lever, nor to ever operate the myTop.

WARNING! Do not leave children, infants, or animals inside parked vehicles in hot weather. Interior heat build-up may cause them to be severely injured or killed.

WARNING! To avoid injury to a child, children and infants should be instructed by the driver and operator to cross their arms and hands across their chest and to hold such position until otherwise instructed by the driver/operator.

WARNING! Do not place any objects on the myTop, as they could otherwise fall off while the top is being operated and result in property damages or personal injury.

WARNING! A convertible top which is not completely open or closed is hazardous. This could occur if the electrical power or mechanical operation is cut off or prevented. If operation is interrupted, for whatever reason, do not touch the myTop or permit others or passengers to touch the myTop. It is best to remove all passengers from the vehicle, and then cautiously move the top up or down, and then discover the source of the interruption. This may require contacting Signature or the AMR entity for assistance. Only close or open the myTop manually if it is absolutely necessary.

WARNING! Insure that the vehicle has come to a complete stop on level ground before attempting to open or close myTop. Press brake pedal firmly then warn all passengers, children and infants inside and outside near the vehicle that the myTop is about to open and close, and that they must keep all fingers, arms, feet, hair and body parts away from myTop's travel path. The operator must visually confirm that all body parts of passengers, children and infants, inside or outside of the vehicle, are in fact not touching myTop or are in or close to its travel path. The operator must also confirm that there are no obstructions or objects touching myTop or in its travel path.

WARNING! Use of any other vehicle feature, accessory or electrical devise such as a cell phone, computer, vehicle navigation, text device, headphones, or any other during the myTop pre-operation safety check and or the myTop operation is highly discouraged. Such operations may distract the operator, and such distraction may result in the serious injury or death of passengers, children or infants.

WARNING! Any alteration or misuse of your myTop can lead to accidents and severe or fatal personal injuries, and may negate or interfere with those safety features built into the myTop. Modification may be carried out on your myTop only if approved by the manufacturer, Signature. Your myTop is intended to be used in a safe manner in accordance with this Owner's Manual and while obeying the local laws and in the light of driving conditions faced by you.

Do not alter your myTop. Any alteration could create dangerous conditions or defeat safety engineering features built into your myTop and cause accidents and serious injury or death.

OPERATING YOUR myTOP CONVERTIBLE

For your own protection and longer service life of your myTop, follow all operating instructions and special warnings. These warnings contain important messages regarding safety and the potential for damage to your myTop.

WARNING! Preconditions for operation of the convertible top:

- ✓ The ignition must be switched on (engine running or off);
- ✓ The vehicle must be at a complete stop, with the brake pedal pressed;
- ✓ The Operator must be mindful of passengers and persons, especially children, inside or outside of the vehicle in close proximity of the convertible top;
- ✓ The Operator should verbally instruct children not to touch the convertible top, any moving part thereof, and to keep fingers, arms, toes, and any other objects away from the top, door frames, front frame, or any portion of the vehicle in which the top will be secured.

WARNING! There is a risk of injury and damage when operating the convertible top.

- ✓ Make absolutely sure that nobody can be injured by the top mechanism, linkage or clamps;
- ✓ Before operating the myTop, make sure that there are no objects or persons touching any part of the linkage, or part of the Jeep body or doorframe which may become pinched or trapped during opening or closing of myTop;
- ✓ The Operator must watch carefully all aspects of the myTop as it goes up or down to insure personal safety of Operator and any other person;
- ✓ The header latches MUST BE UNLOCKED AND DISENGAGED PRIOR TO PUSHING THE "TOP DOWN" BUTTON. Failure to do so puts extreme torque on the myTop gears and may cause damage to such gears which in turn may cause the myTop convertible to become inoperable.
- ✓ Push the button and hold without interruption until the myTop is in the full open or full closed position; ensure there is sufficient clearance above the convertible top (e.g. in the garage, under a tree, or other obstruction
- ✓ In order to abort convertible top operation in the event of danger, immediately release the switch - the convertible top operation stops at that time; reverse the operation if necessary.
- ✓ Always withdraw the ignition key when leaving the vehicle. Uninformed persons (e.g. children, incapacitated person) could injure themselves by operating the myTop.
- ✓ Drive the vehicle only with the myTop full open or full closed and locked in place with header latches (end positions);

- ✓ Park in the shade; avoid long exposure to sunlight, as the fabric, rubber material, and color can be harmed.

WARNING! Do not operate myTop:

- ✓ At temperatures below 32 degrees Fahrenheit, (-0- degrees Celsius);
- ✓ When one side of the vehicle is on a curb, hoist, jack, or off-balance position;
- ✓ When items of luggage or other objects hinder the movement of myTop;
- ✓ Indoors;
- ✓ If the myTop has an accumulation of ice or snow on the top;
- ✓ With the engine off; the vehicle battery could be unintentionally discharged rapidly; or
- ✓ In strong winds, (over approximately 25 mph/40 km/h) which could dislodge/damage the myTop assembly.

CAUTION! It is recommended that you close the myTop whenever the vehicle is parked in order to protect the vehicle interior from weather damage, and provide a certain degree of protection against theft. Always keep your valuables on you or locked in a suitable compartment.

CAUTION! Do not wash the myTop-equipped vehicle using an automated car wash station. Automatic car washes spray powerful jets of water at odd angles which the myTop, or any convertible, is not designed to hold back. The seals and other design features of the myTop are not designed to withstand the pressure and angle of water used in an automatic car wash. The water that may soak into the interior compartment may cause damage to seats and clothing and other items in the vehicle. Also, the harsh detergents utilized by automated car washes and the older style carwash "barrel" brushes should be avoided as they may damage the cloth and the plastic windows.

CAUTION! Do not mount any roof rack system onto myTop.

CAUTION! Routinely check your myTop for signs of damage. Damaged or missing components may affect the operation behavior and safety of your myTop, and therefore must be replaced or repaired by a licensed AMR facility immediately.

Should you have difficulty understanding any of the explanations of features or components of your myTop, contact Signature or your authorized AMR facility which will be glad to assist you.

EMERGENCY OPERATIONS

There is danger of injury and damage during emergency myTop operation - danger of crushing or trapping body parts at mytop closure points. Take great care when performing emergency operation. A convertible top which is not completely open or closed is hazardous. This could occur if the electrical power or mechanical operation is cut off or prevented. If operation is interrupted, do not touch the myTop or permit others or passengers to touch the myTop. It is best to remove all passengers, and then slowly and cautiously move the top up or down manually only if absolutely necessary, and then discover the source of the interruption. This may require contacting a Signature or the AMR entity for assistance. Improper handling of myTop can result in damage or personal injury.

WARRANTY

Signature offers a warranty of three years from date of installation of the myTop with regard to processing and material, except for lubricants and similar maintenance items. This warranty does not include usual wear and tear, changes, modifications, incorrect storage, damage due to installation or removal by other than a certified installer, damage caused by accidents, carelessness, or any application for which this product was not intended. Signature cannot be held responsible for any direct or indirect consequences, or damages caused by accidents while using this product. This applies also to every other kind of damage due to the use of this product.