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**LEGACY PRODUCTS**  
40 x 40 SLIDING RAGTOP INSTALLATION GUIDE

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## LEGACY PRODUCTS 40 x 40 SLIDING RAGTOP INSTALLATION GUIDE

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### INTRODUCTION

The following installation guide will take you step by step through the installation process of a 40x40 Hot Rod Deluxe Sliding Ragtop. This guide will provide easy tips to make the installation process easier and reduce the risk of damaging the paint and finish of your vehicle. If you have any questions, please do not hesitate to contact one of our Customer Service Representatives. 1.800.764.0926



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## THE VEHICLE

VEHICLE: 1994 Chevrolet Caprice  
Lowrider Edition

TOP: 40" x 40" Grey Canvas Sliding Rag Top  
NO Headliner

INSTALLER: Two Brothers  
2501 W Behrend Dr.  
Phoenix, AZ 85027  
623-850-2131





## THE TOOLS

### REQUIRED: Drill

Drill Card (1/8", 1/4", 5/32", 3/8")

Body Saw / Jig Saw (24tpi blades)

Cut-Off Wheel

Air Grinder

Step-Bit

Tape Measure

Masking Tape

Marker

Canvas Tarp

Straight Edge

Safety Glasses

Standard Socket Set

Screw Driver

Basic Hand Tools

Air Blower

Extra Blades and Cut-Off Wheels

PRO TIP: "Loop" Self-Adhesive Velcro Strips





## THE TOOLS

A collection of various power tools including a reciprocating saw, a drill, a sander, and a router, arranged on a wooden surface. The tools are laid out on a light-colored wooden table. From left to right, there is a reciprocating saw with a black and red handle, a drill with a black handle and a silver chuck, a sander with a black handle and a silver body, and a router with a black handle and a silver body. A small, dark, conical object, possibly a drill bit or a sanding drum, is also visible on the table. The background is a plain, light-colored wall.



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## THE TOOLS





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### THE TOOLS





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### THE TOOLS



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## THE TOOLS





## PRO TIP

PROTECT YOUR PAINT  
Customize your tools

Step 1: Cut "Loop" velcro strip to length

Step 2: Cover saw guides that will be touching the surface of the vehicle

Step 3: Using a flat screen driver press the adhesive backing together.

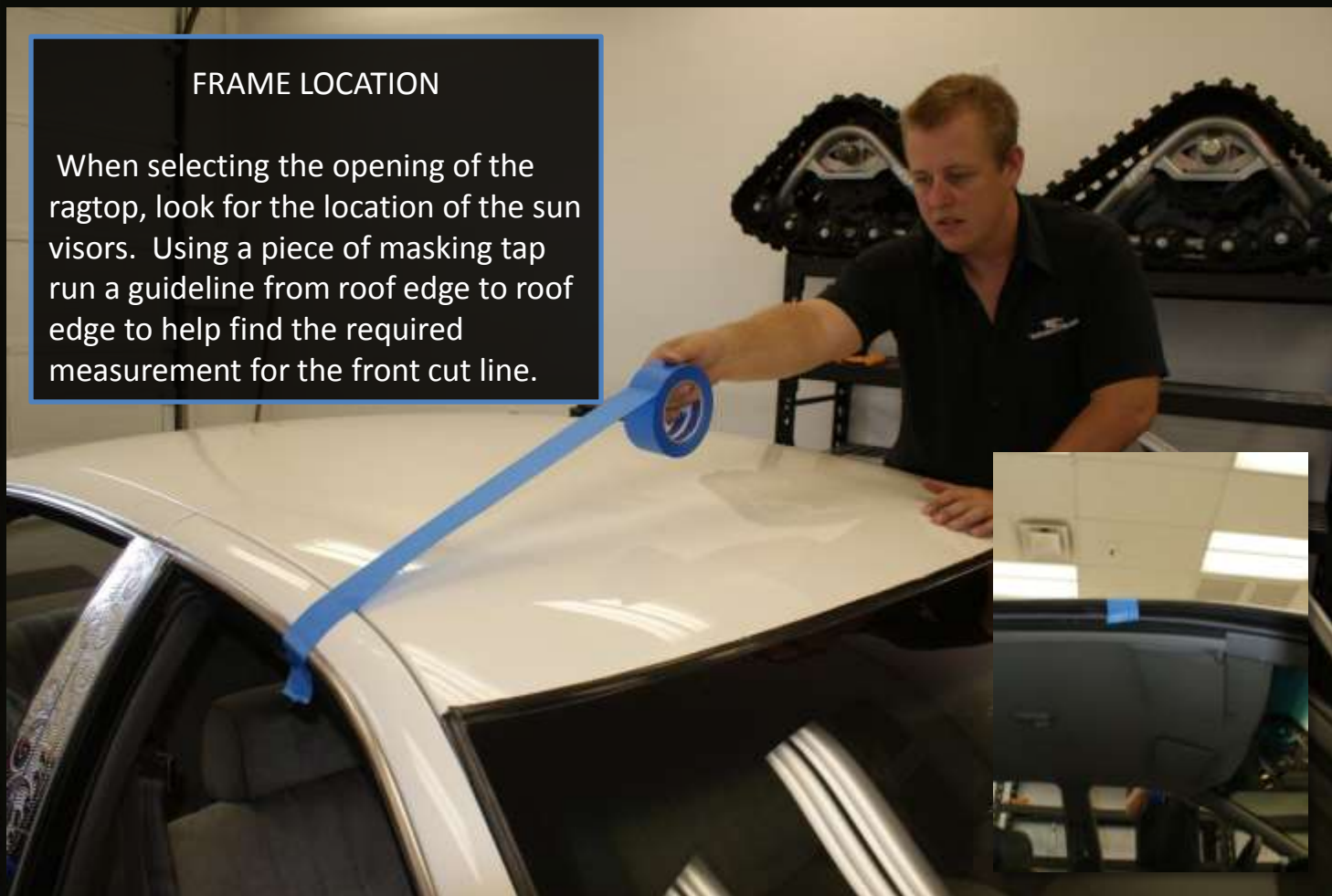




## STEP 1: LAYOUT

### FRAME LOCATION

When selecting the opening of the ragtop, look for the location of the sun visors. Using a piece of masking tap run a guideline from roof edge to roof edge to help find the required measurement for the front cut line.





## STEP 1: LAYOUT

### FRAME LOCATION

From the drivers seat, measure from the windshield to 1" behind the sun visor. Notate this length, and measure from the exterior window trim to the determined length.

Mark the line, this will determine the front cut line for the top.

**PRO TIP:** Make sure you measure from the same location on both passenger side and driver side of the car. Then cross measure to verify that the line is square to the roof.





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### STEP 1: LAYOUT

#### HOLE DIMENSION

Verify the required hole size by measuring the frame rail length and width.





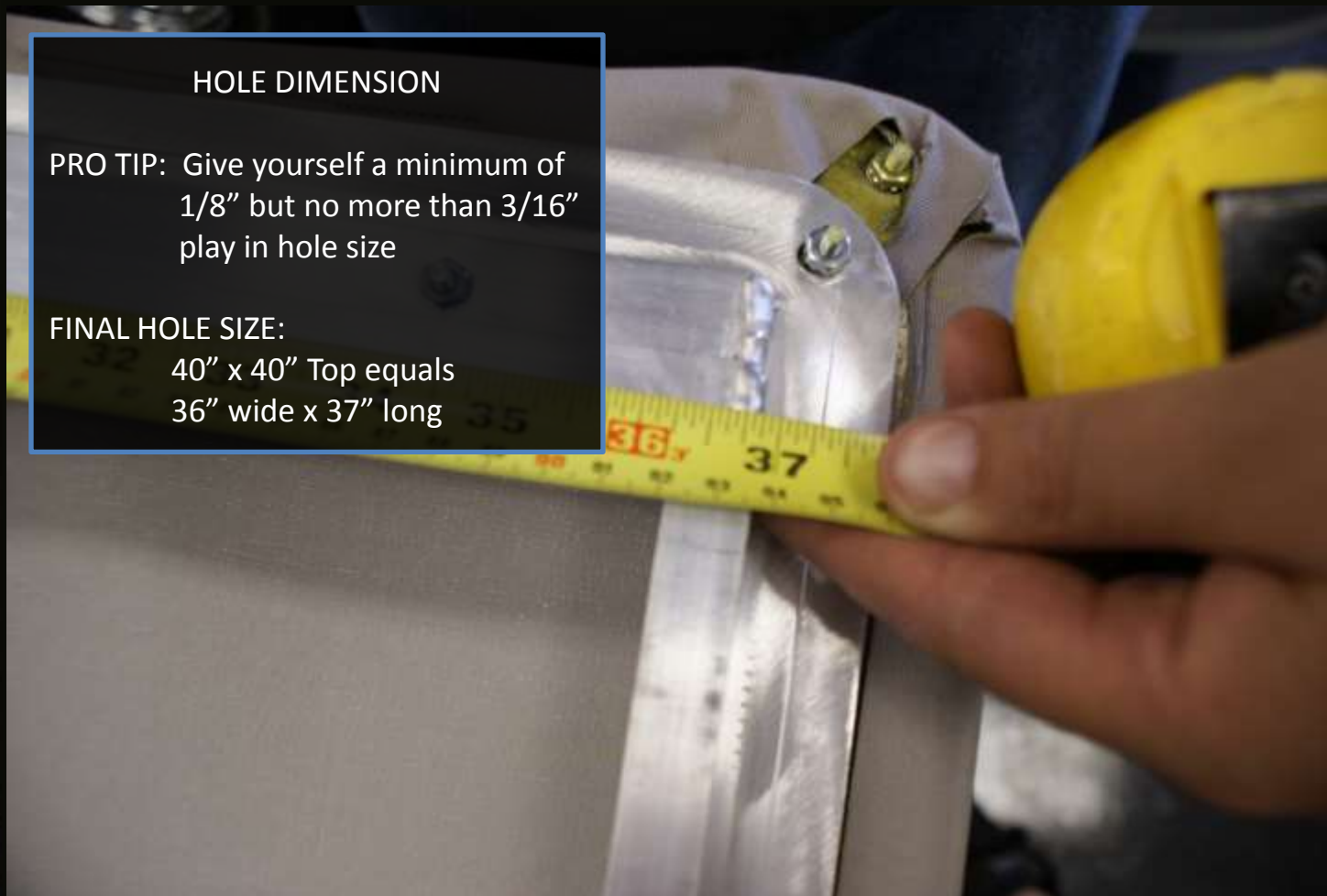
## STEP 1: LAYOUT

### HOLE DIMENSION

PRO TIP: Give yourself a minimum of 1/8" but no more than 3/16" play in hole size

### FINAL HOLE SIZE:

40" x 40" Top equals  
36" wide x 37" long





## STEP 1: LAYOUT

### PROTECT YOUR PAINT

Tape off all exposed paint that is on the outside of the cut area.

Start by taping off a ten inch wide strip on the front edge of the roof. This will be used to place the front cut line and begin the final layout.

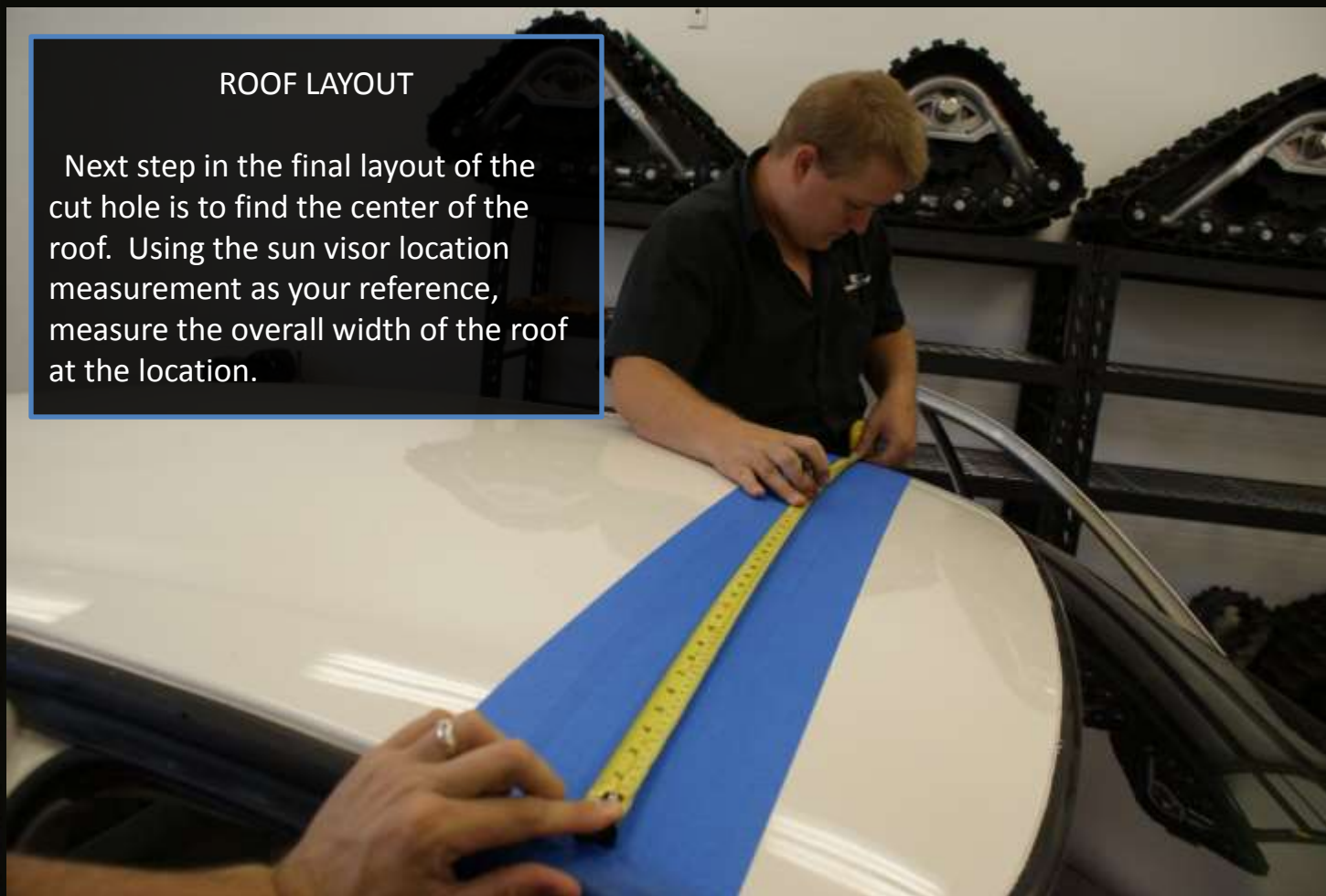




## STEP 1: LAYOUT

### ROOF LAYOUT

Next step in the final layout of the cut hole is to find the center of the roof. Using the sun visor location measurement as your reference, measure the overall width of the roof at the location.

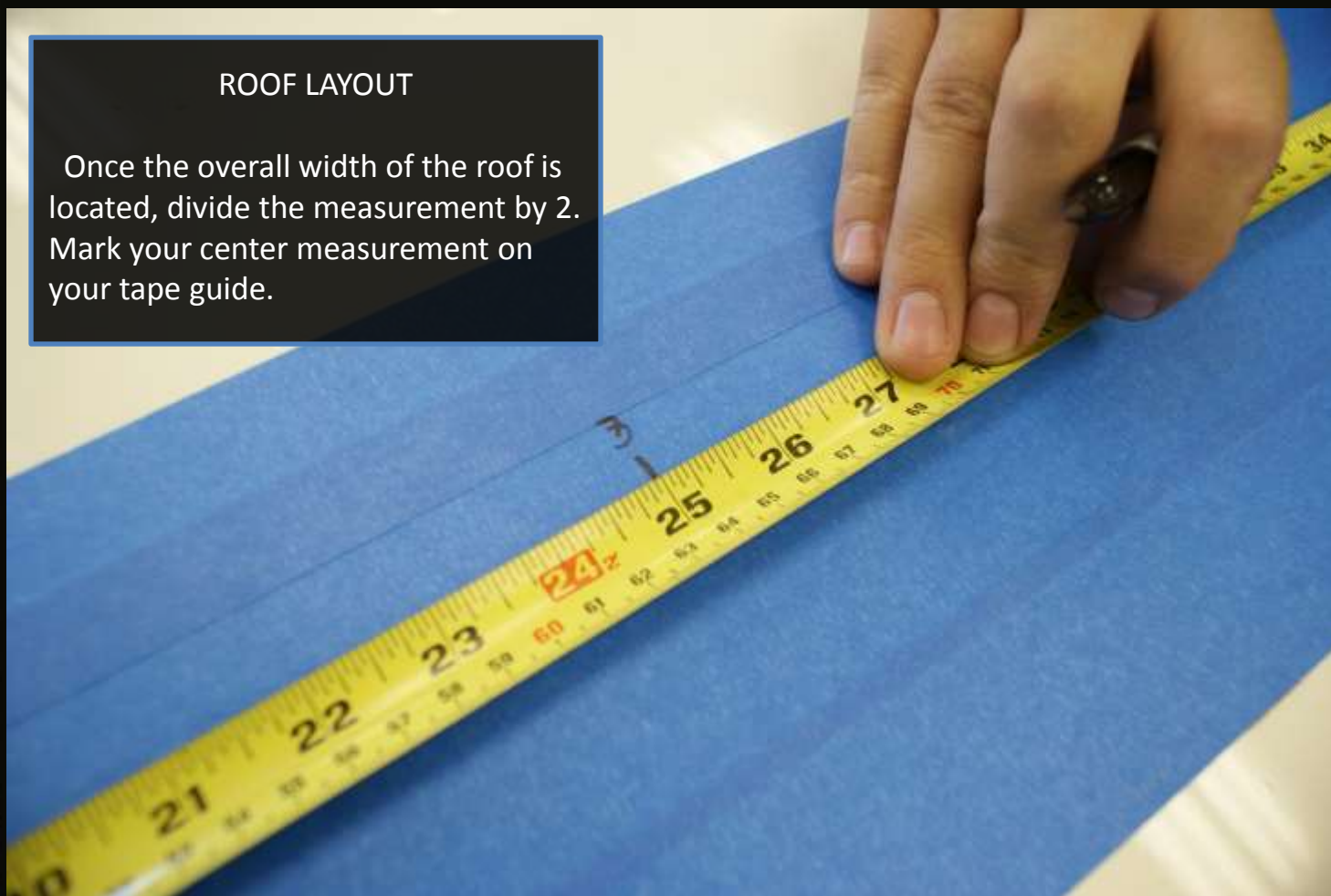




## STEP 1: LAYOUT

### ROOF LAYOUT

Once the overall width of the roof is located, divide the measurement by 2. Mark your center measurement on your tape guide.





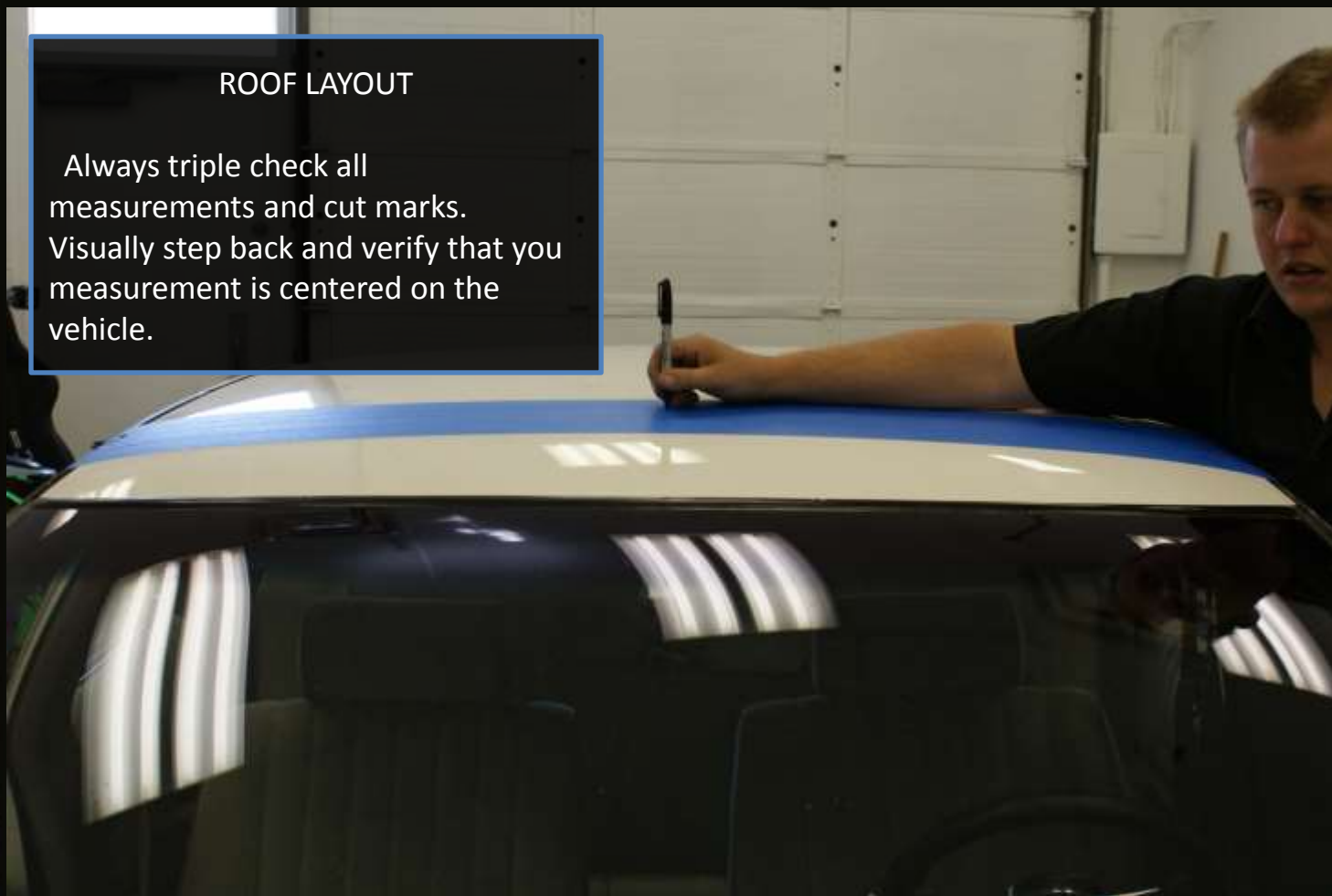
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### STEP 1: LAYOUT

#### ROOF LAYOUT

Always triple check all measurements and cut marks. Visually step back and verify that you measurement is centered on the vehicle.

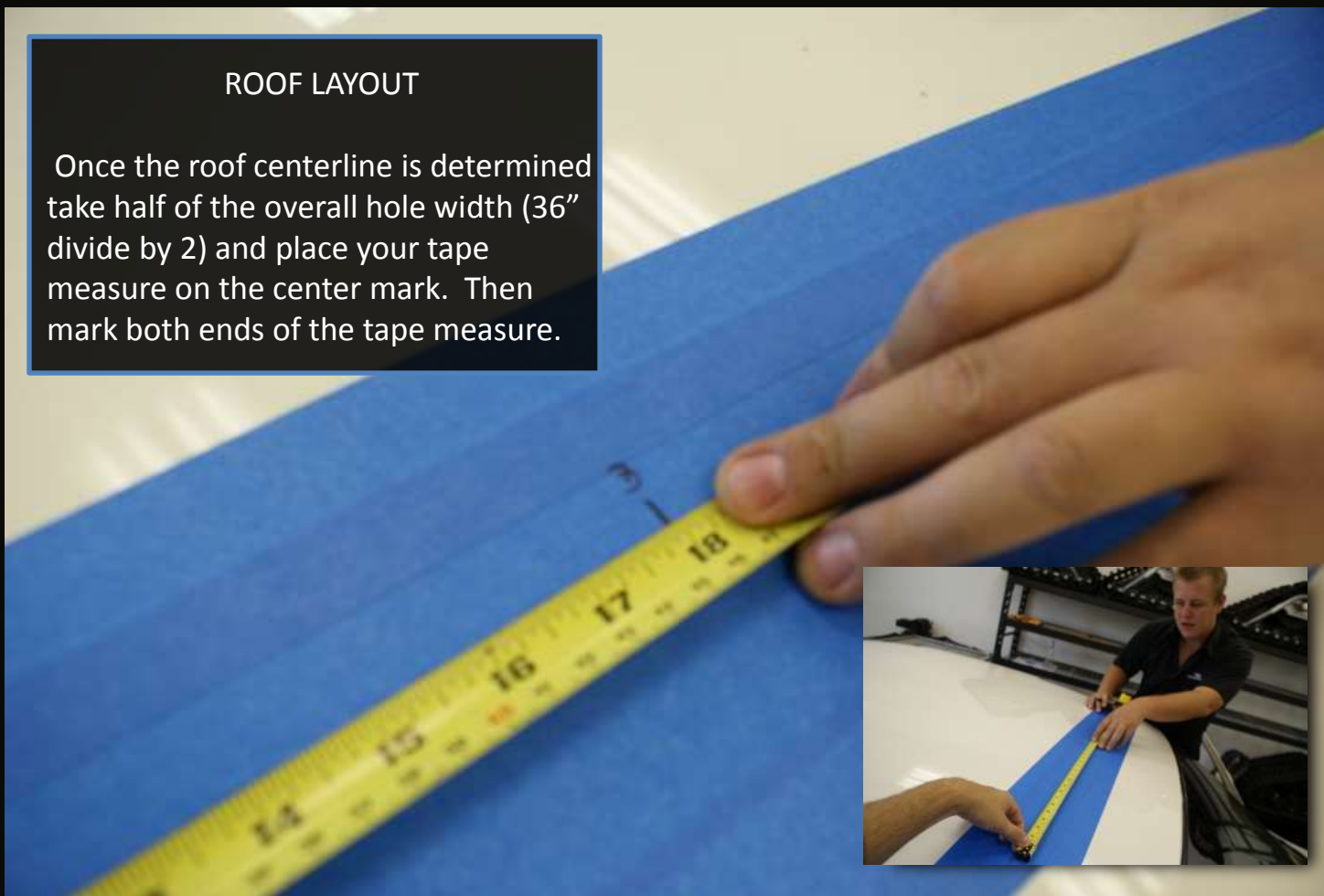




## STEP 1: LAYOUT

### ROOF LAYOUT

Once the roof centerline is determined take half of the overall hole width (36" divide by 2) and place your tape measure on the center mark. Then mark both ends of the tape measure.

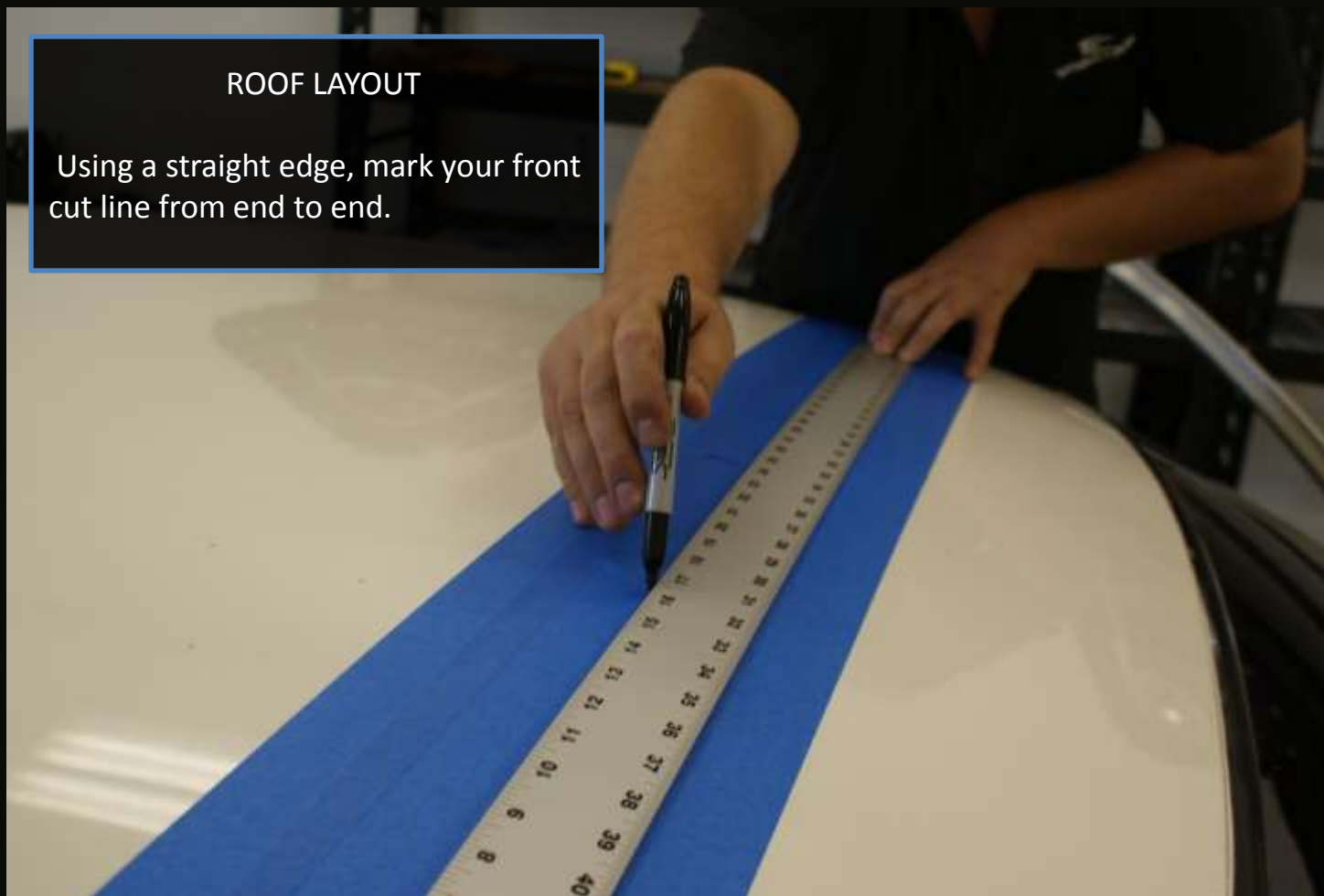




## STEP 1: LAYOUT

### ROOF LAYOUT

Using a straight edge, mark your front cut line from end to end.





## STEP 1: LAYOUT



### PROTECT YOUR PAINT

Tape off all exposed paint that is on the outside of the cut area.

Using your front line marks as a guide line tape off the remaining exposed areas of the roof.

**PRO TIP:** For additional protection of the paint job, triple layer the masking tape a minimum of two inches on either side of to cut line.

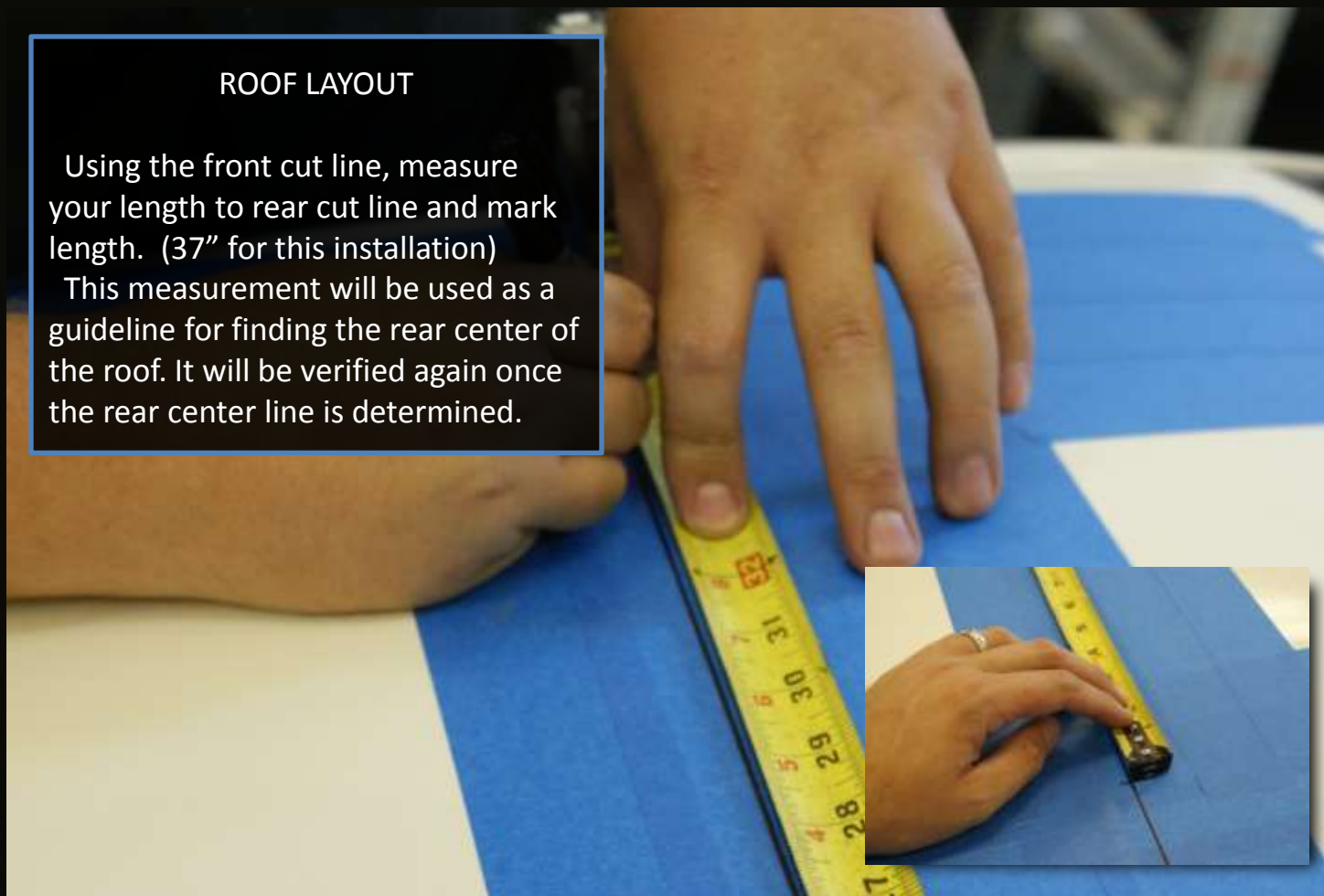


## STEP 1: LAYOUT

### ROOF LAYOUT

Using the front cut line, measure your length to rear cut line and mark length. (37" for this installation)

This measurement will be used as a guideline for finding the rear center of the roof. It will be verified again once the rear center line is determined.

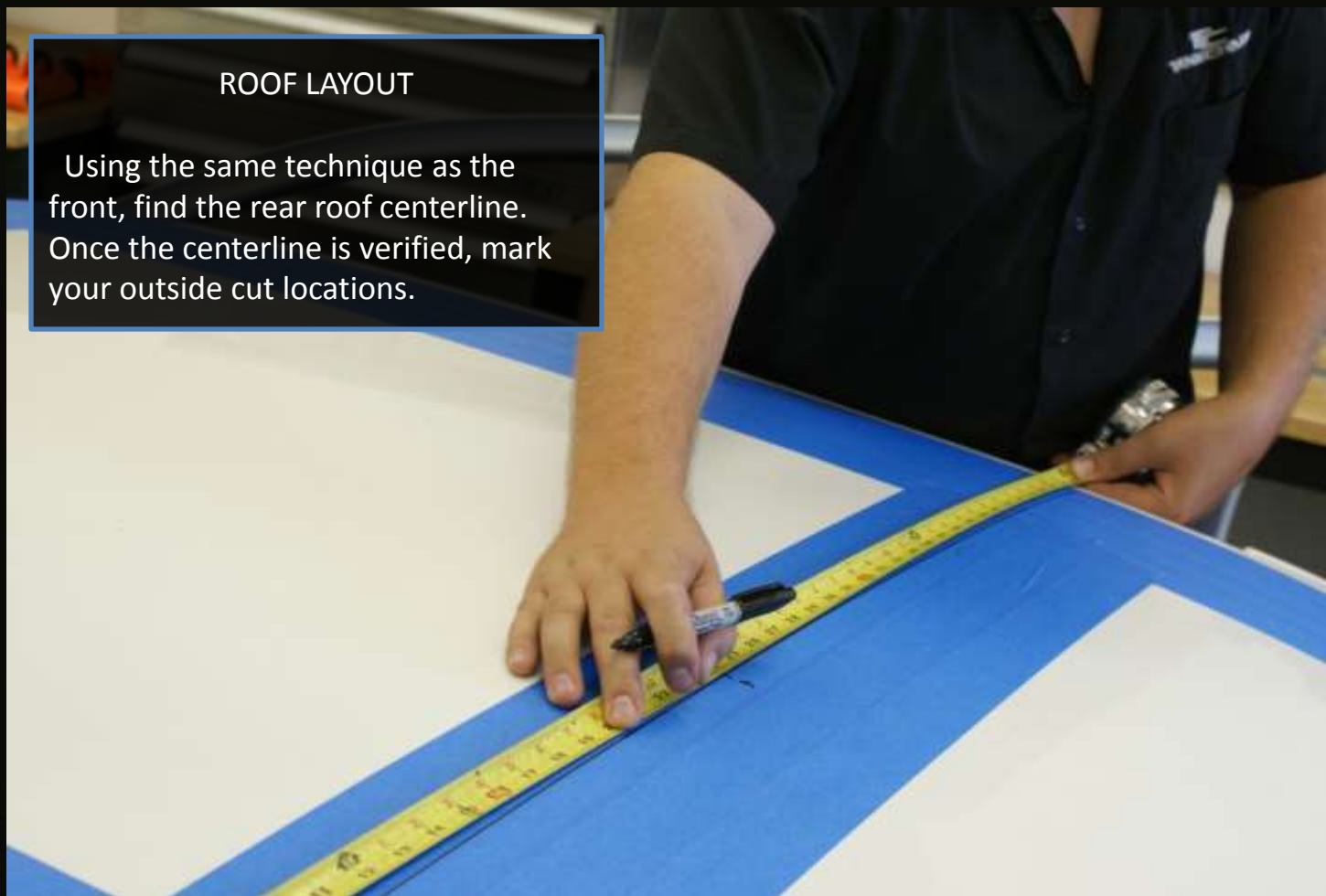




## STEP 1: LAYOUT

### ROOF LAYOUT

Using the same technique as the front, find the rear roof centerline. Once the centerline is verified, mark your outside cut locations.





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### STEP 1: LAYOUT

#### ROOF LAYOUT

With all four corners marked, use your straight edge to draw your cut lines on both sides and rear of the roof.





## STEP 1: LAYOUT

### ROOF LAYOUT

#### VERIFY & TRIPLE CHECK

Take multiple measurements from the edge of the roof to the cut line on both driver and passenger sides. Make sure that each measurement matches, this will ensure the ragtop is being installed in the center of the roof.

**PRO TIP:** Check square! Measure from your cut marks corner to corner diagonally. This measurement should match each direction. If it does not match, your hole is not square and the ragtop will not fit properly.



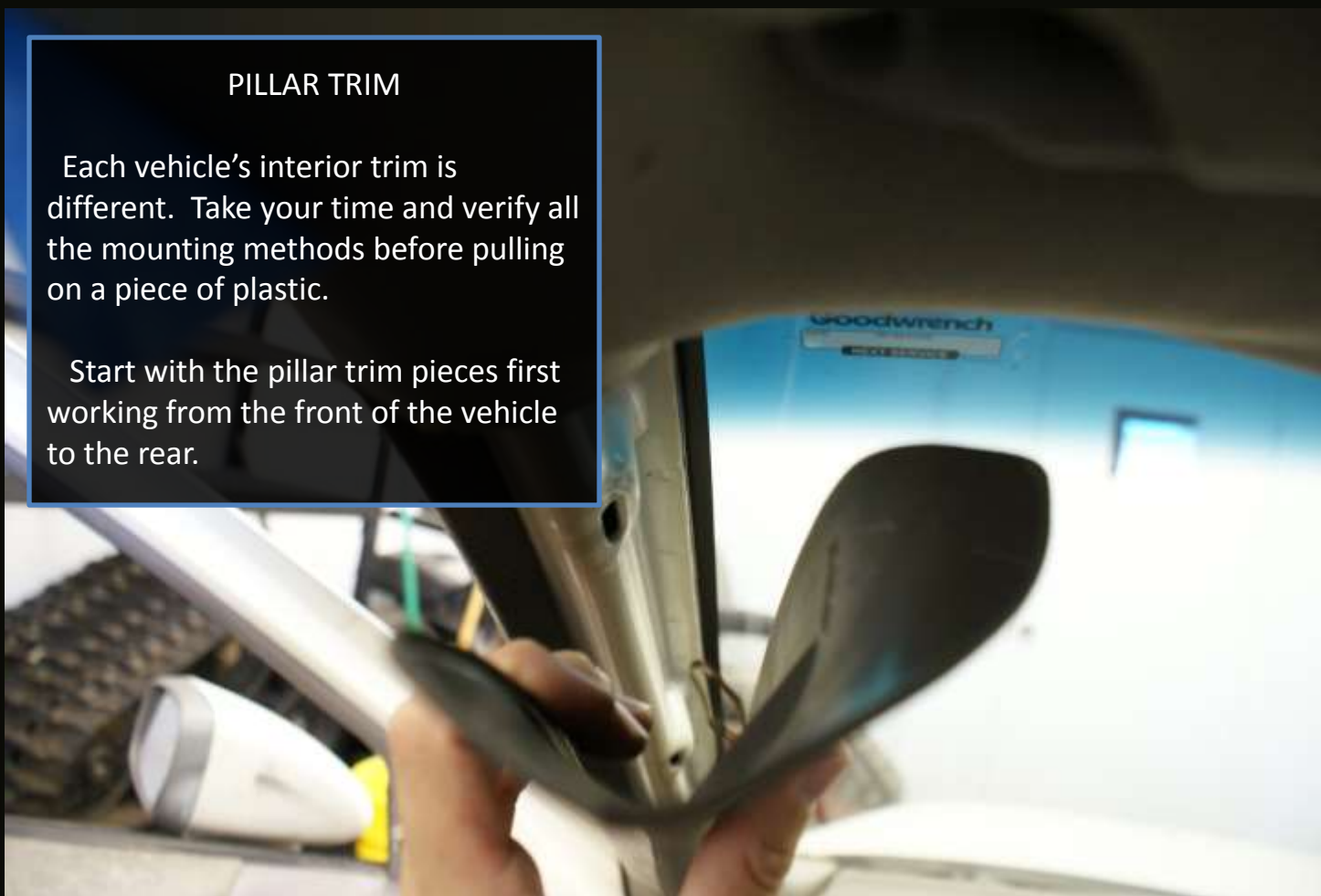


## STEP 2: INTERIOR DISASSEMBLY

### PILLAR TRIM

Each vehicle's interior trim is different. Take your time and verify all the mounting methods before pulling on a piece of plastic.

Start with the pillar trim pieces first working from the front of the vehicle to the rear.

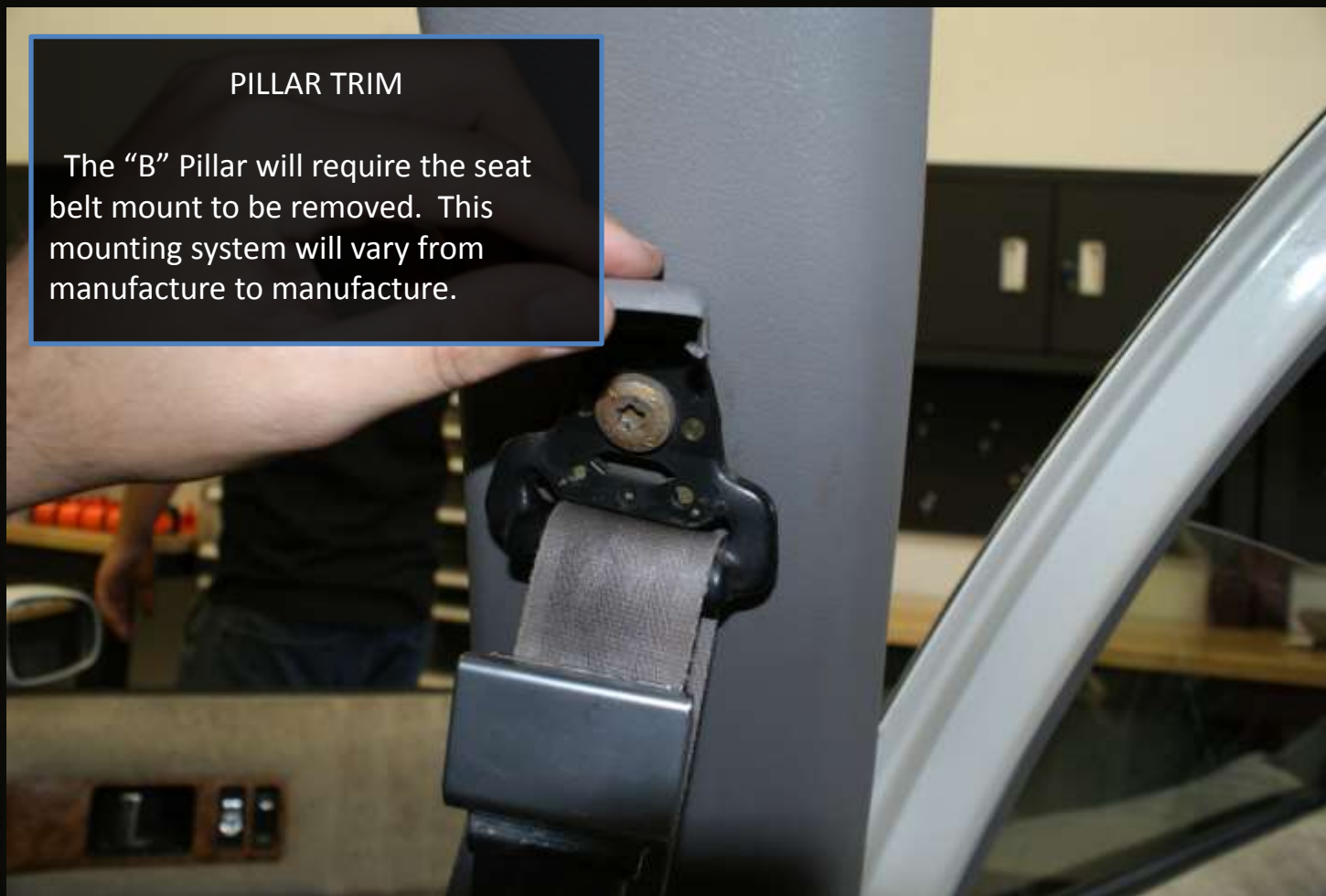




## STEP 2: INTERIOR DISASSEMBLY

### PILLAR TRIM

The "B" Pillar will require the seat belt mount to be removed. This mounting system will vary from manufacture to manufacture.





## STEP 2: INTERIOR DISASSEMBLY

### PILLAR TRIM

In many cases you must remove additional trim pieces not associated with the headliner or pillar trim. These pieces will be overlapping the trim piece you are trying to remove. Take your time and be gentle with all plastic parts.





## STEP 2: INTERIOR DISASSEMBLY

### HEADLINER TRIM & MOUNTS

Starting with the sun visor mounts, remove all the trim pieces including grab handles, clothes hangers and interior lights. Always finish with the main center interior light to hold the headliner in place before you are ready to remove it.





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### STEP 2: INTERIOR DISASSEMBLY



#### HEADLINER REMOVAL

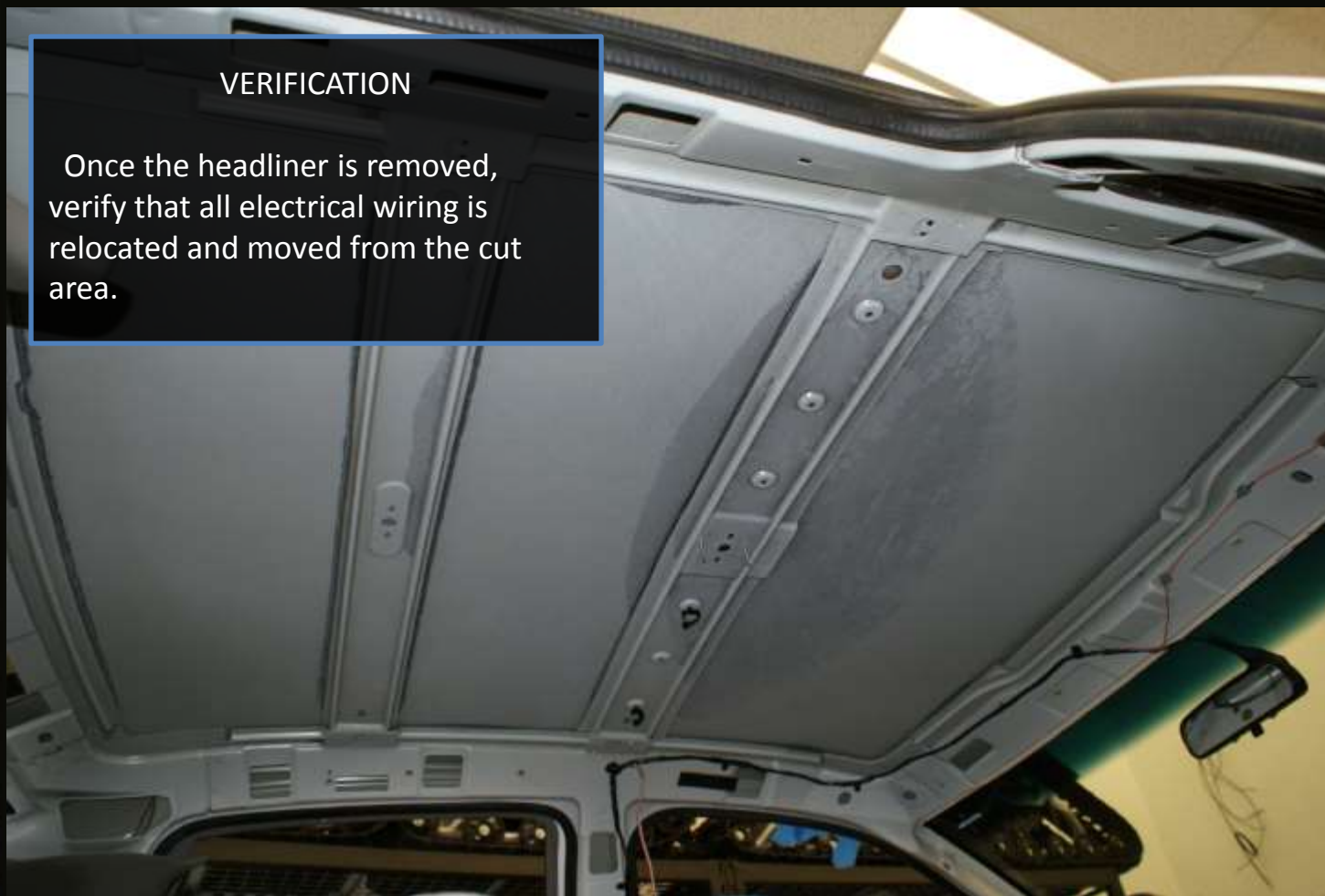
To remove the headliner in most cars you must drop the front into the floor board and rotate to the passenger side. As in all interior disassembly, take your time and be VERY patient. In some cases, you might need to slightly bend the headliner to remove.



## STEP 2: INTERIOR DISASSEMBLY

### VERIFICATION

Once the headliner is removed, verify that all electrical wiring is relocated and moved from the cut area.





## STEP 3: PREPARING FOR THE CUT

### PRIOR PLANNING.....

Using your canvas drop cloth, cover the whole interior of the car. Make sure to cover from windshield to rear window.



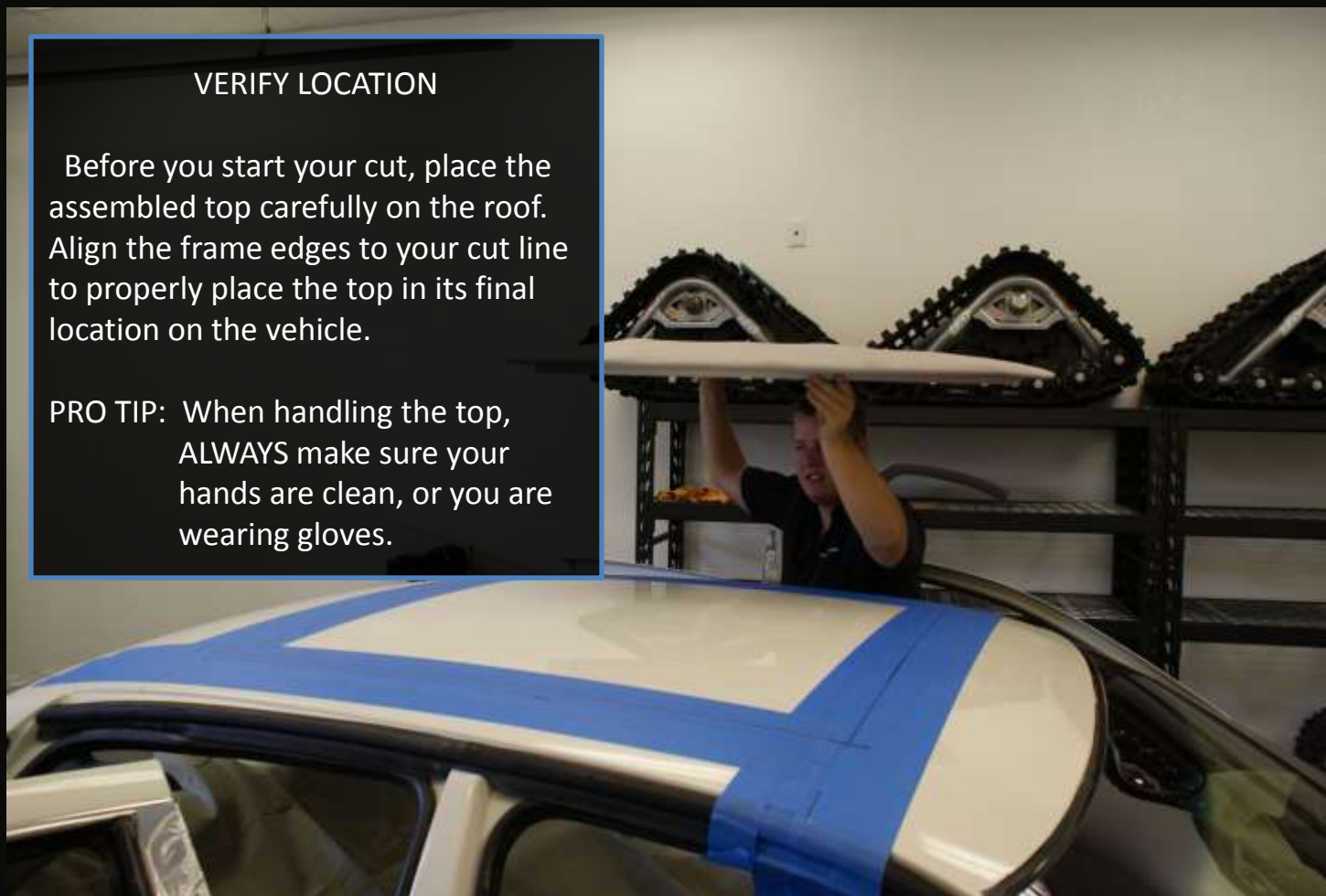


## STEP 3: PREPARING FOR THE CUT

### VERIFY LOCATION

Before you start your cut, place the assembled top carefully on the roof. Align the frame edges to your cut line to properly place the top in its final location on the vehicle.

**PRO TIP:** When handling the top, **ALWAYS** make sure your hands are clean, or you are wearing gloves.

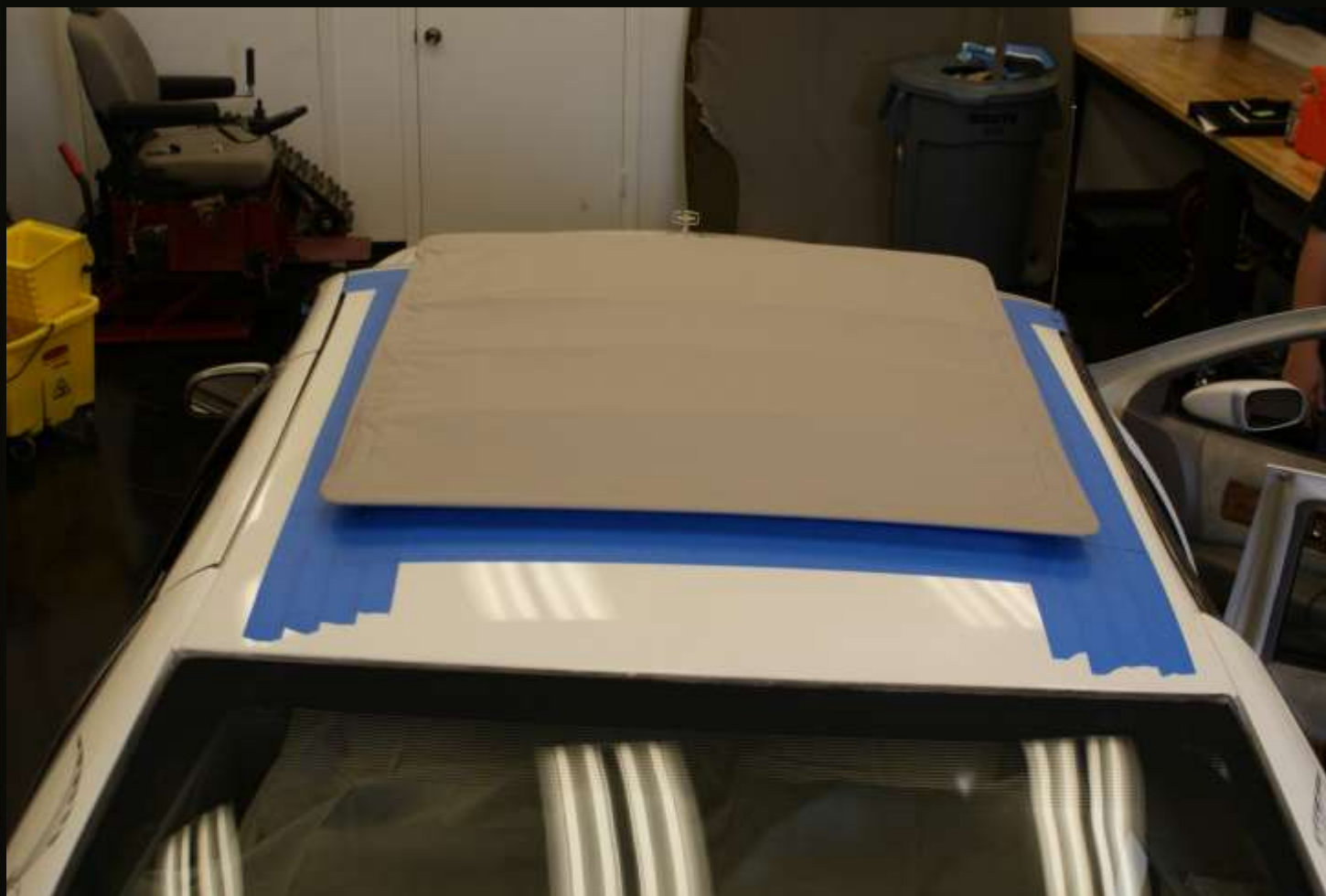




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### STEP 3: PREPARING FOR THE CUT





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### STEP 3: PREPARING FOR THE CUT





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### STEP 3: PREPARING FOR THE CUT





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### STEP 3: PREPARING FOR THE CUT



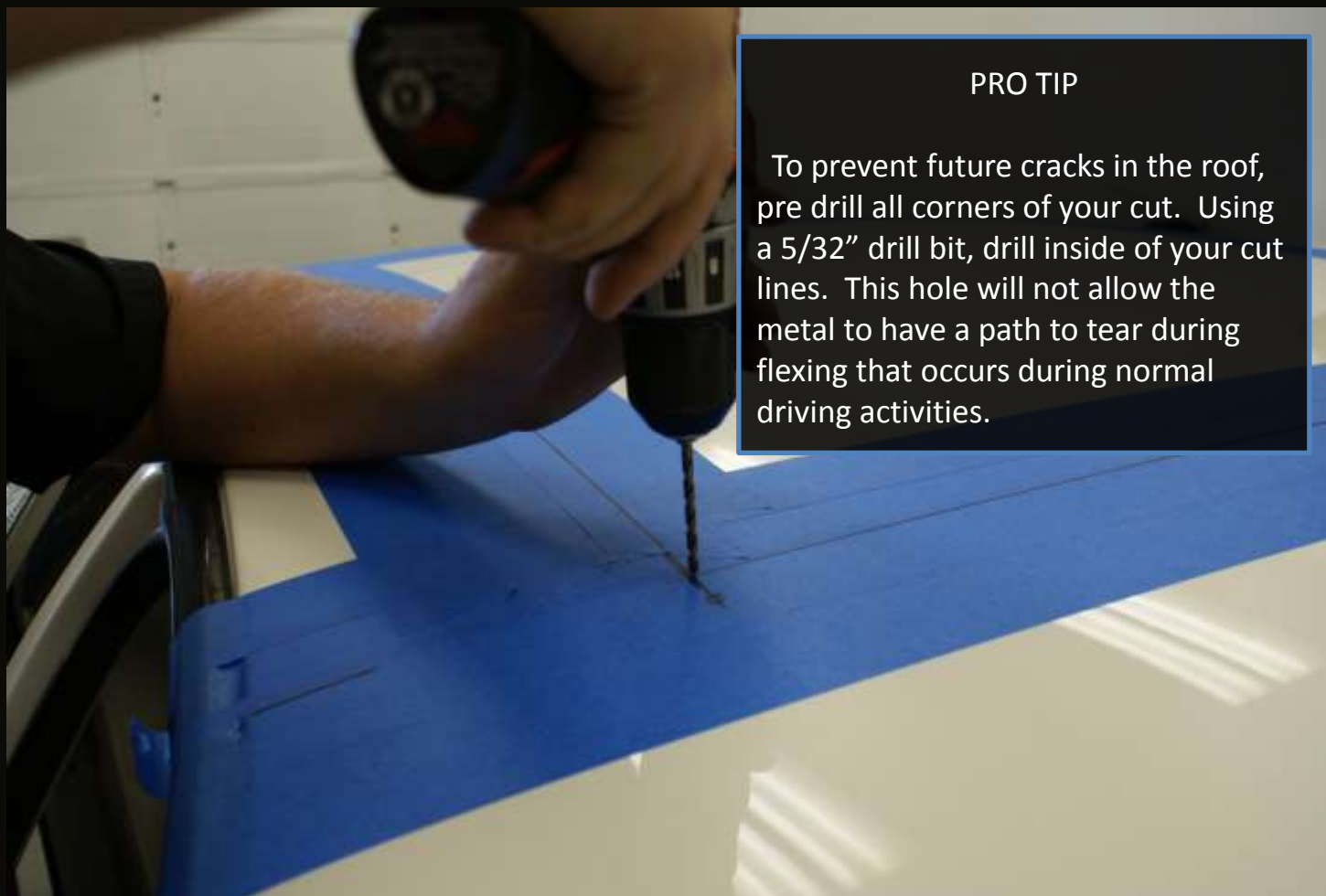
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### STEP 3: PREPARING FOR THE CUT



#### PRO TIP

To prevent future cracks in the roof, pre drill all corners of your cut. Using a 5/32" drill bit, drill inside of your cut lines. This hole will not allow the metal to have a path to tear during flexing that occurs during normal driving activities.



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### STEP 3: PREPARING FOR THE CUT

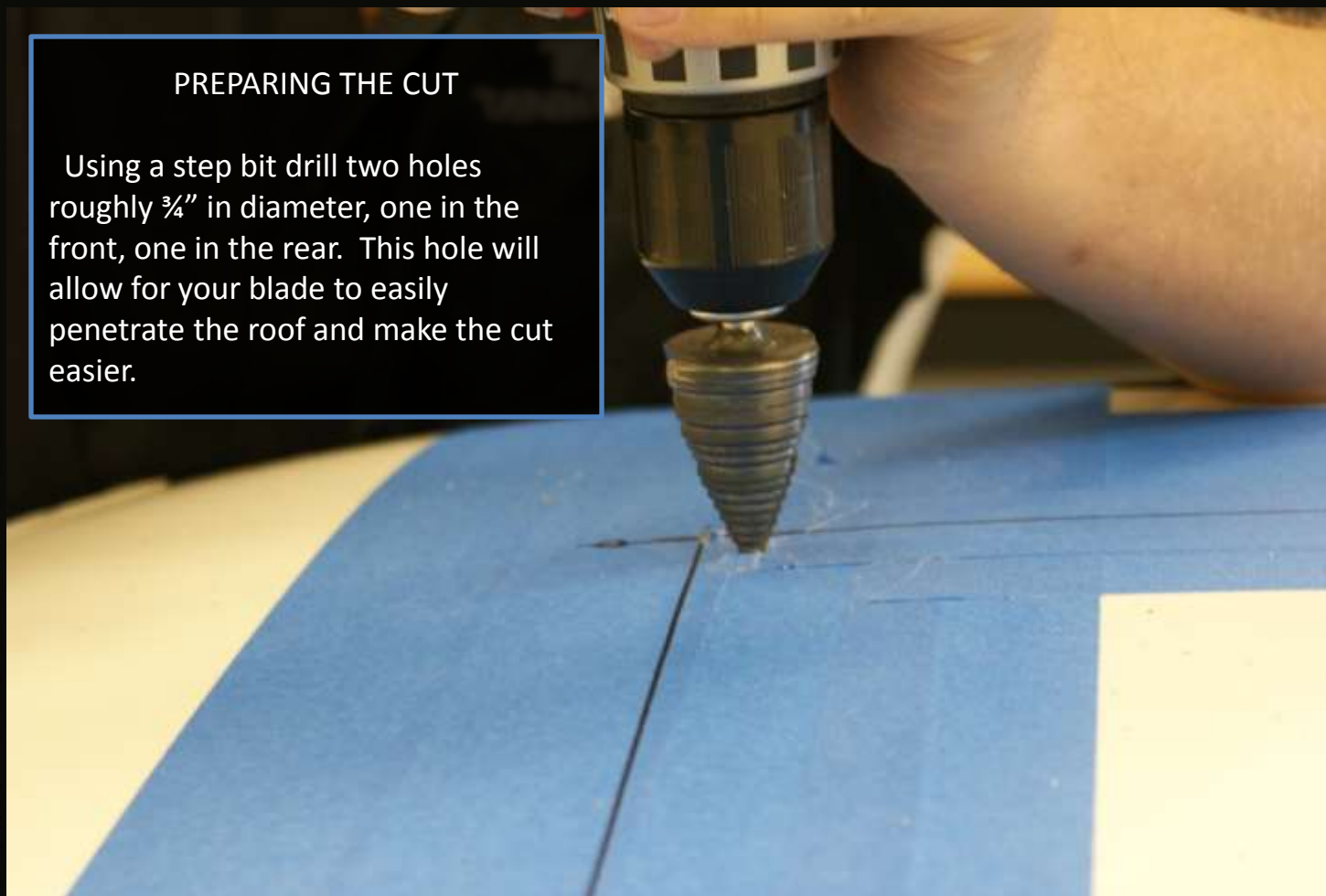




## STEP 3: PREPARING FOR THE CUT

### PREPARING THE CUT

Using a step bit drill two holes roughly  $\frac{3}{4}$ " in diameter, one in the front, one in the rear. This hole will allow for your blade to easily penetrate the roof and make the cut easier.

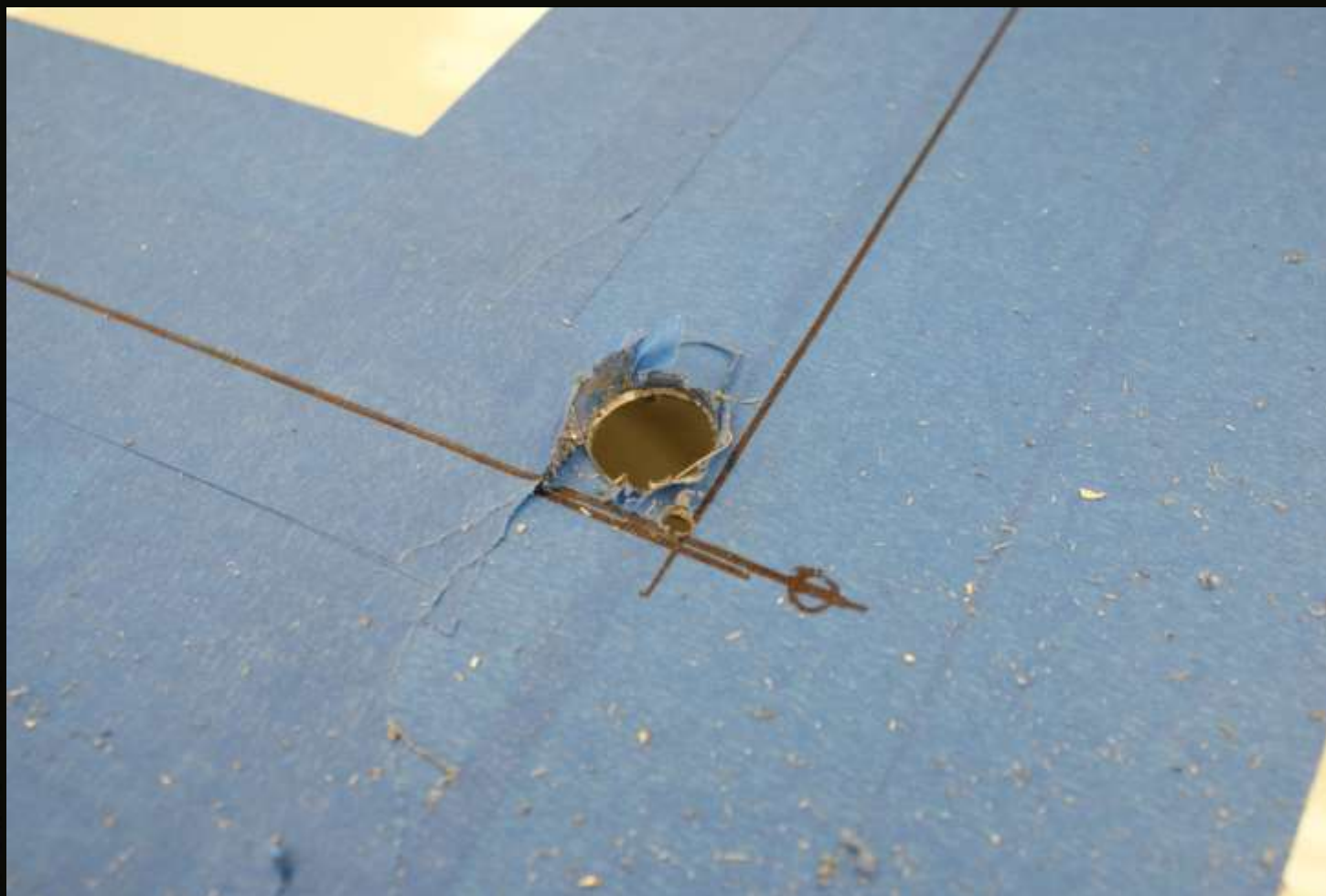




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### STEP 3: PREPARING FOR THE CUT





## STEP 4: THE CUT

### BEGIN SLOWLY

Using the body saw, start in your pilot hole and begin slowly cutting down your cut mark. Make sure to keep your blade at a 45 degree angle to the roof and move slowly down the roof line.





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### STEP 4: THE CUT





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## STEP 4: THE CUT

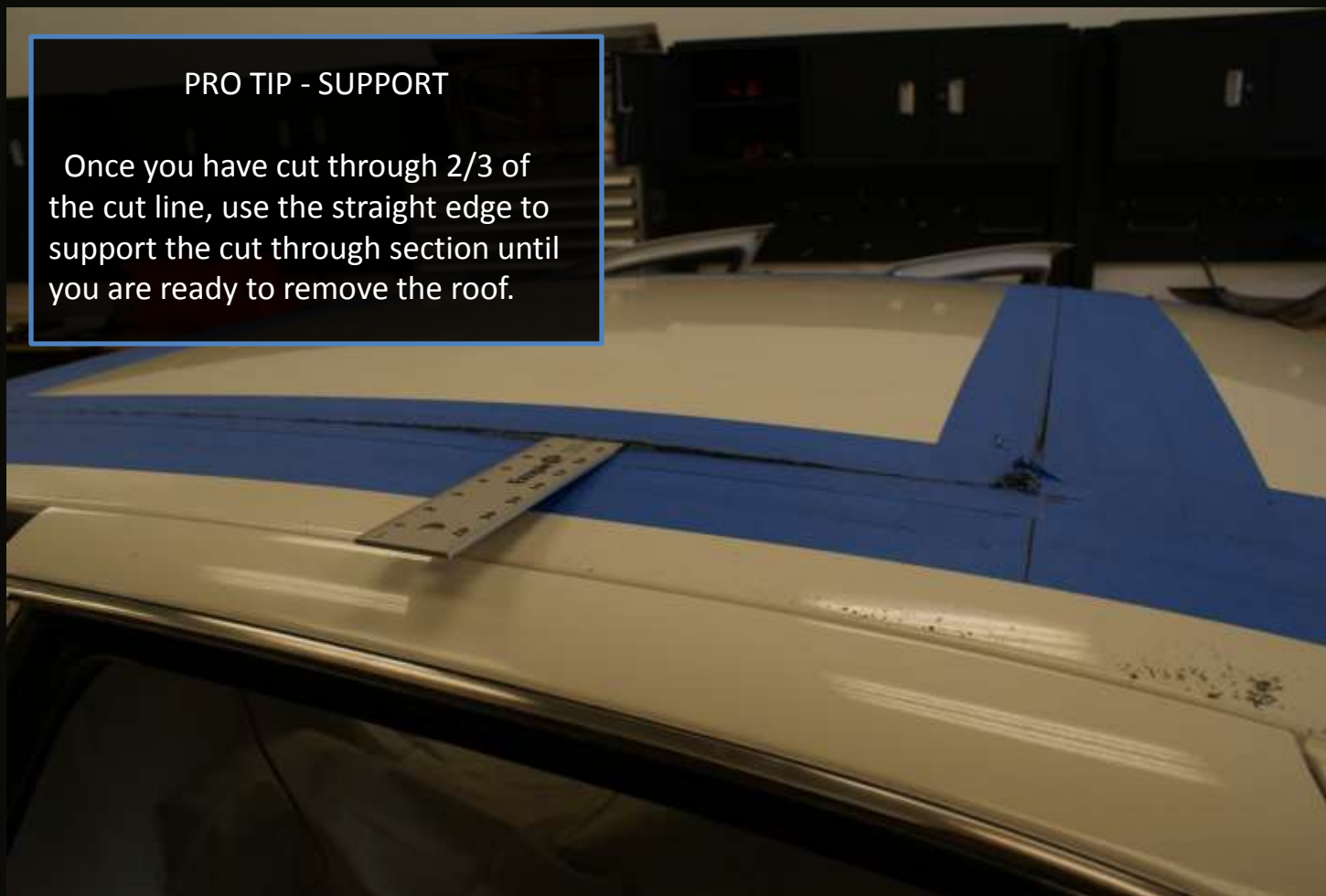




## STEP 4: THE CUT

### PRO TIP - SUPPORT

Once you have cut through 2/3 of the cut line, use the straight edge to support the cut through section until you are ready to remove the roof.

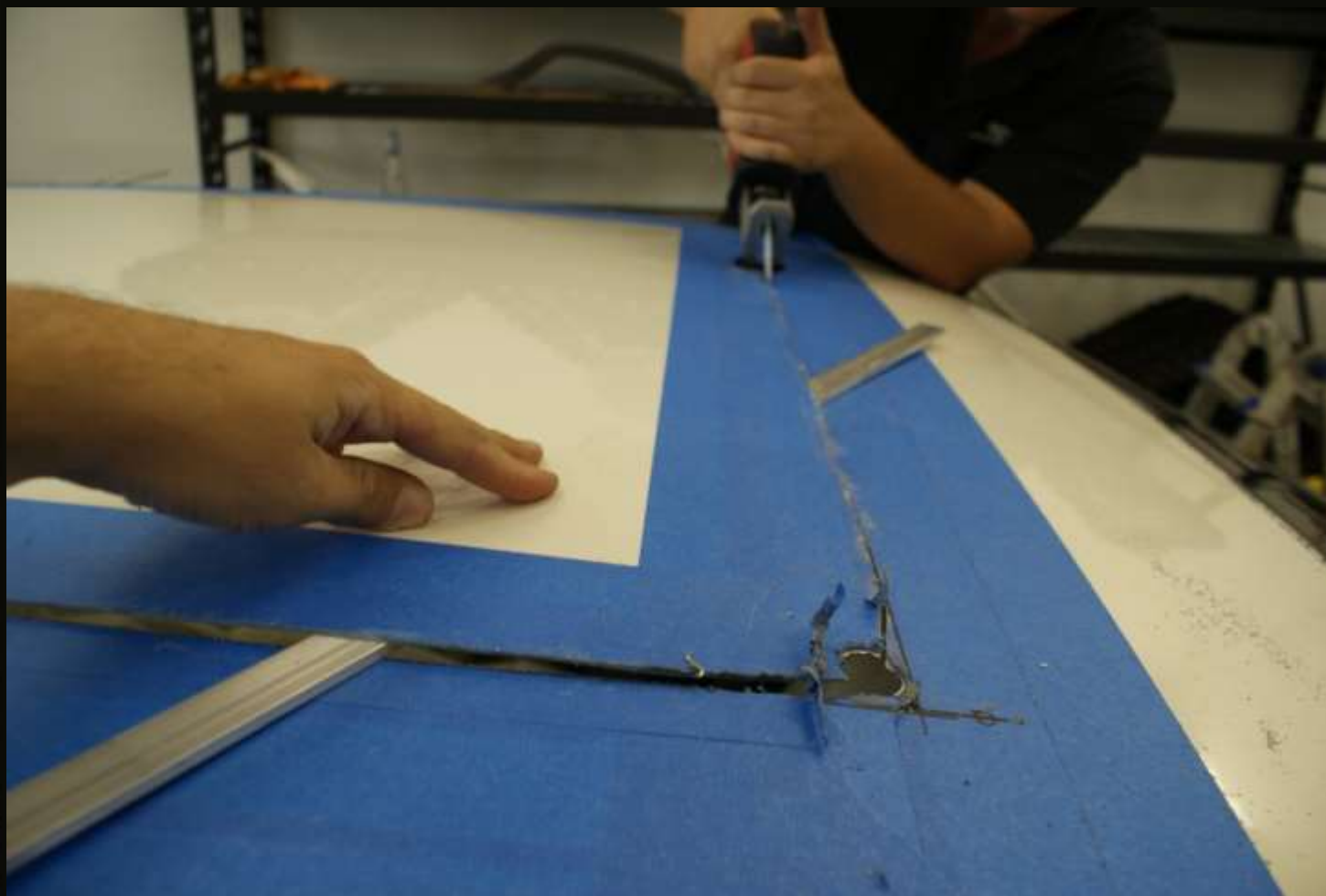




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### STEP 4: THE CUT

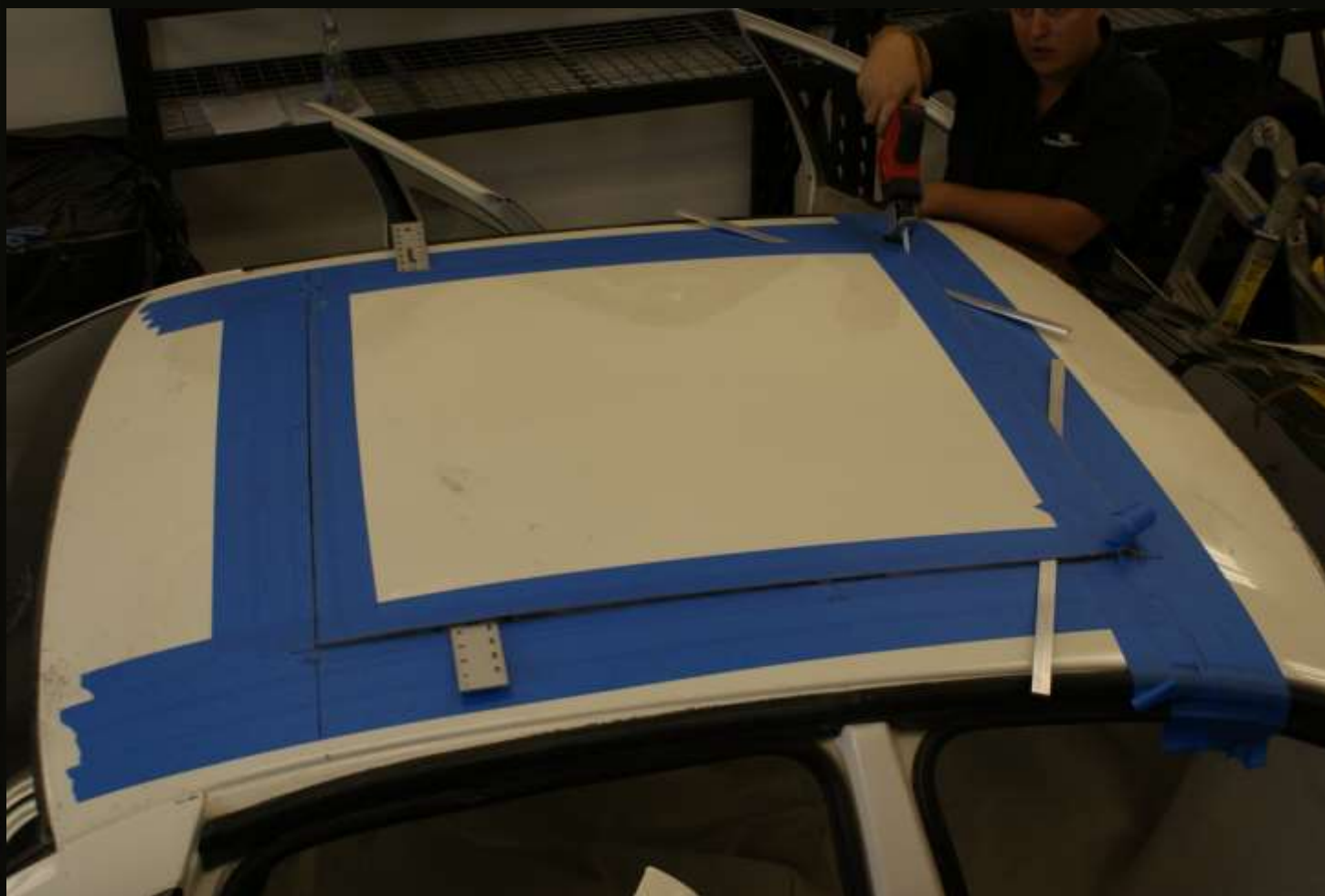




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### STEP 4: THE CUT





## STEP 4: THE CUT

### REMOVE THE ROOF

Carefully lift the roof section off of the vehicle.

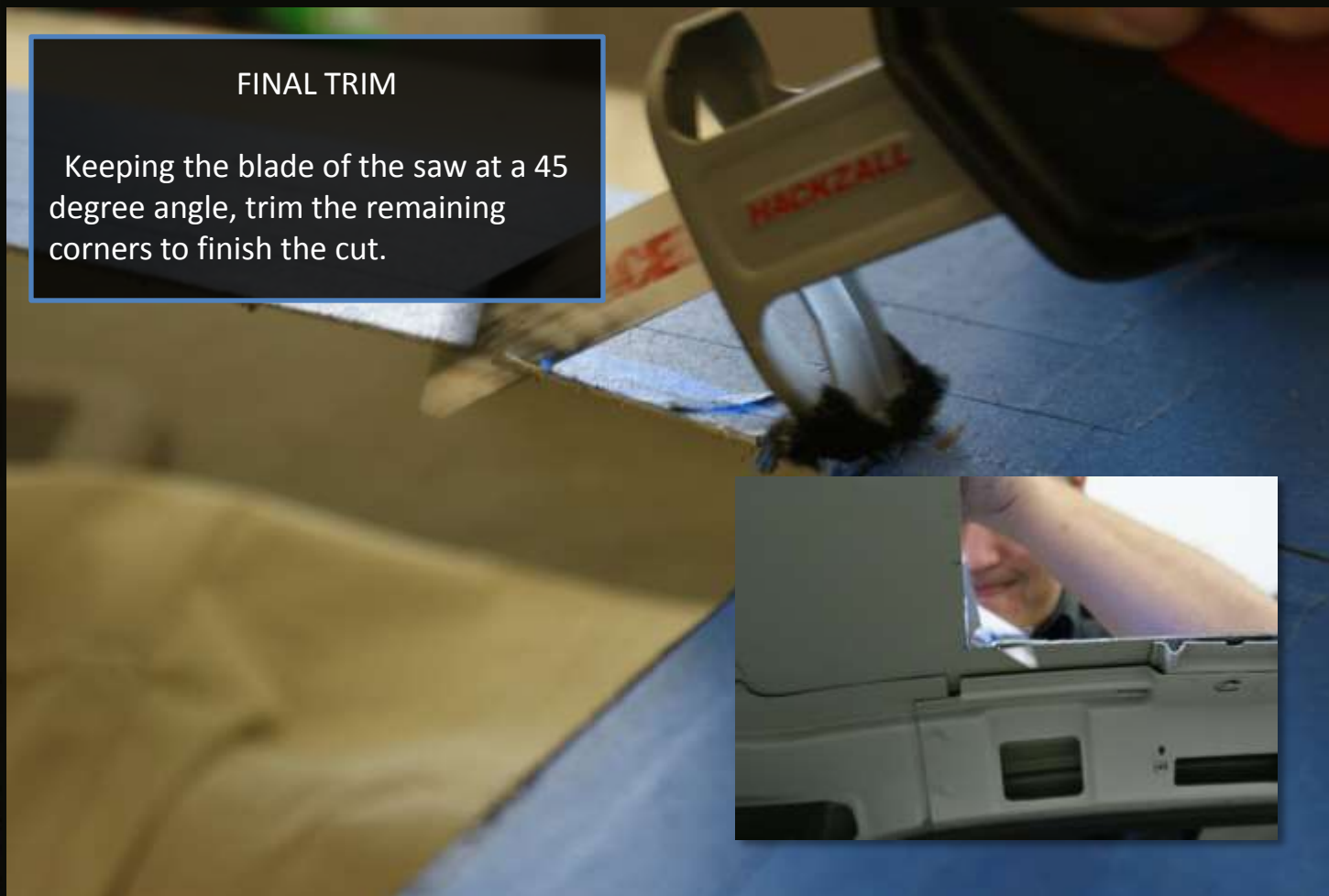




## STEP 4: THE CUT

### FINAL TRIM

Keeping the blade of the saw at a 45 degree angle, trim the remaining corners to finish the cut.

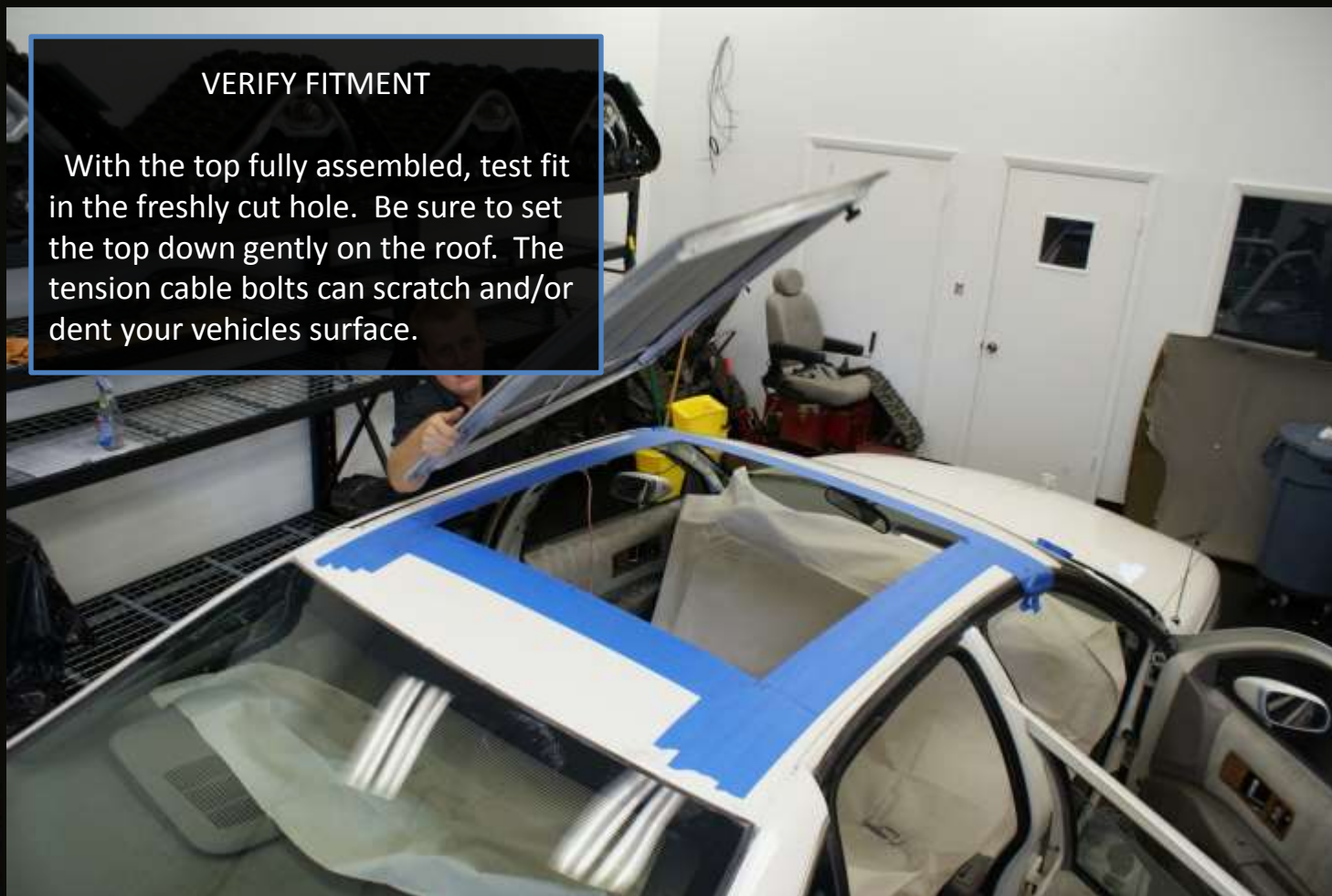




## STEP 5: TEST FITMENT

### VERIFY FITMENT

With the top fully assembled, test fit in the freshly cut hole. Be sure to set the top down gently on the roof. The tension cable bolts can scratch and/or dent your vehicles surface.

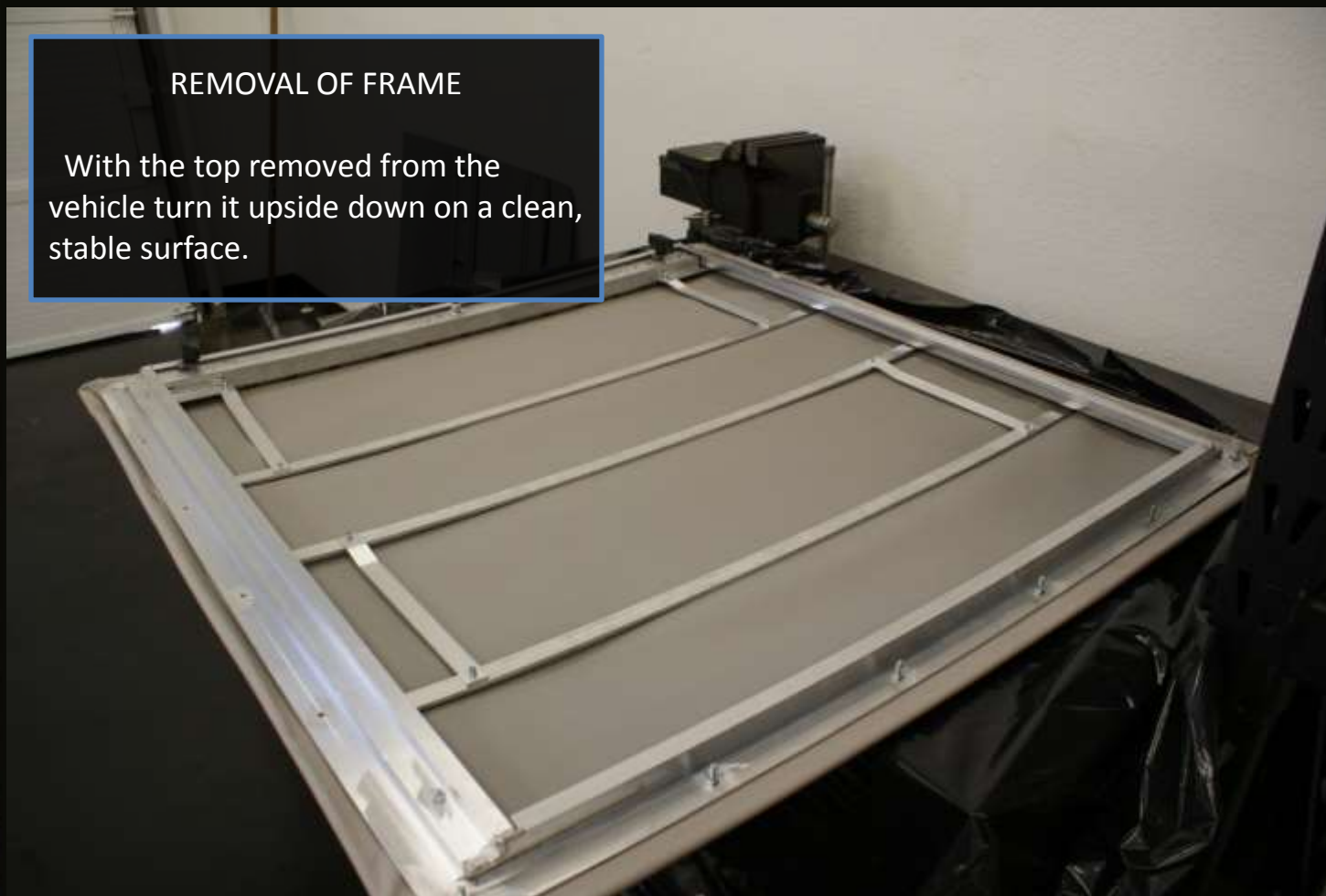




## STEP 6: TOP DISASSEMBLY

### REMOVAL OF FRAME

With the top removed from the vehicle turn it upside down on a clean, stable surface.





## STEP 6: TOP DISASSEMBLY

### RELEASE THE LATCH

Using an Allen Wrench, release the latch mechanism from the frame by turning counter clockwise.

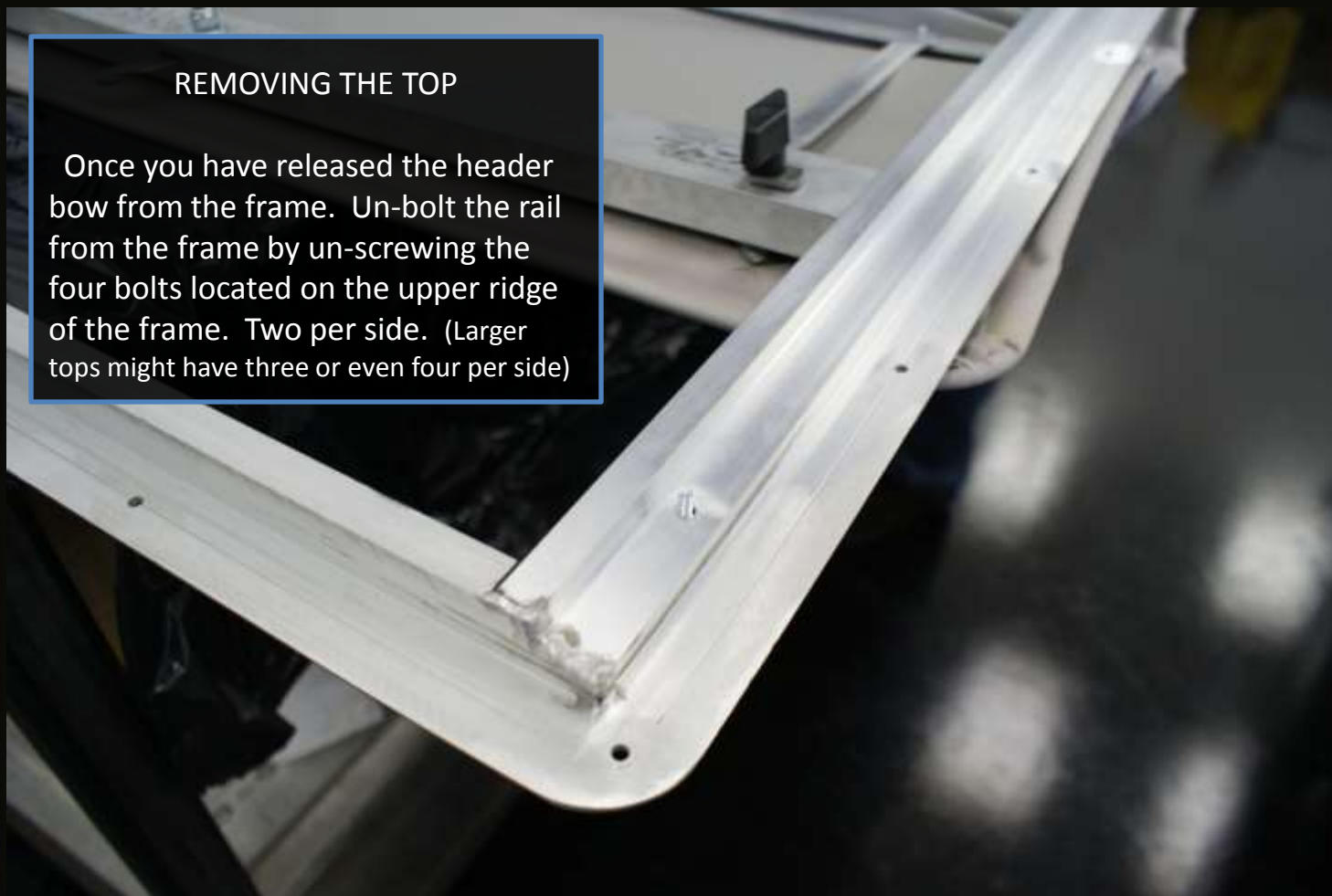




## **STEP 6: TOP DISASSEMBLY**

### **REMOVING THE TOP**

Once you have released the header bow from the frame. Un-bolt the rail from the frame by un-screwing the four bolts located on the upper ridge of the frame. Two per side. (Larger tops might have three or even four per side)





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### STEP 6: TOP DISASSEMBLY

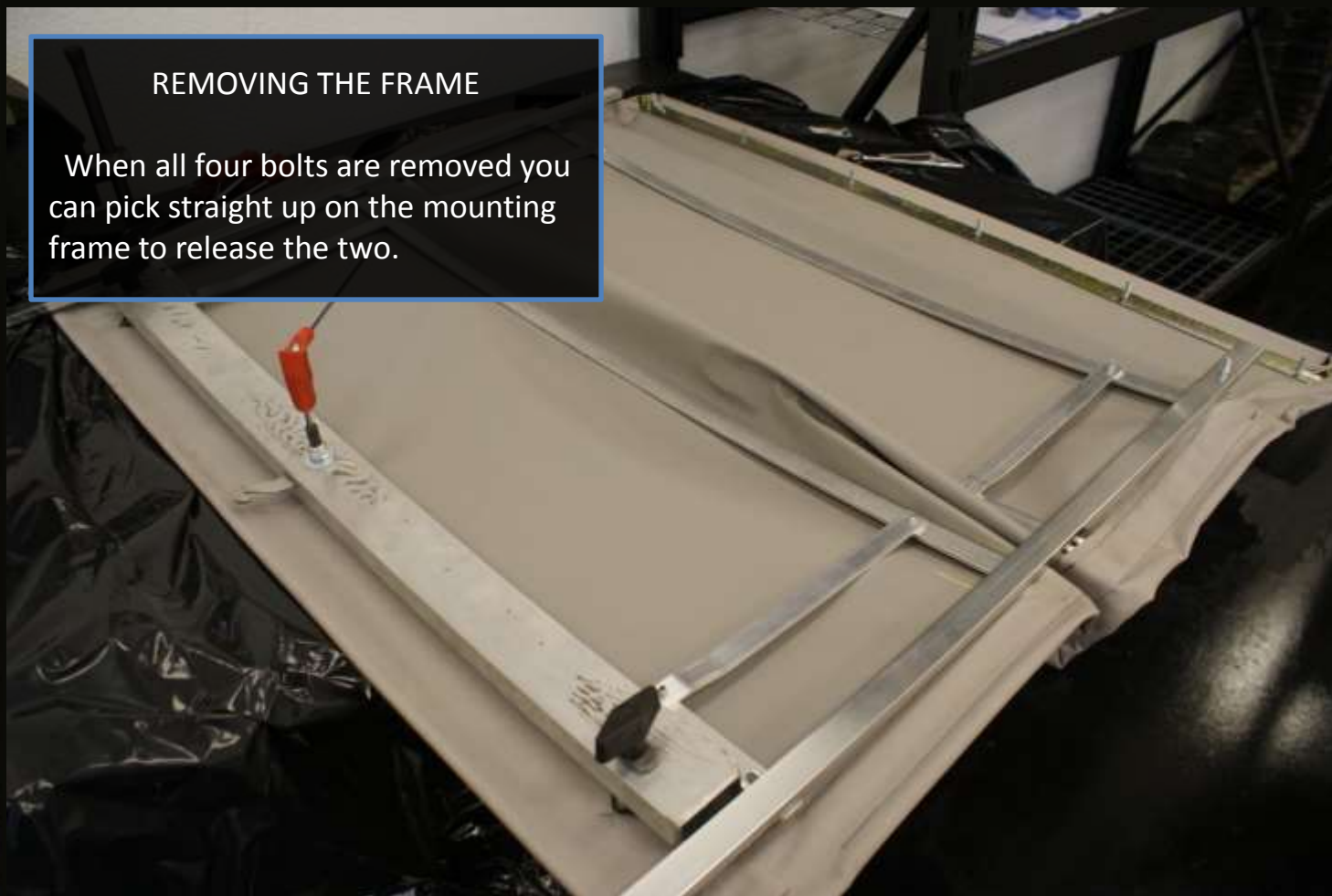




## STEP 6: TOP DISASSEMBLY

### REMOVING THE FRAME

When all four bolts are removed you can pick straight up on the mounting frame to release the two.





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### STEP 6: TOP DISASSEMBLY



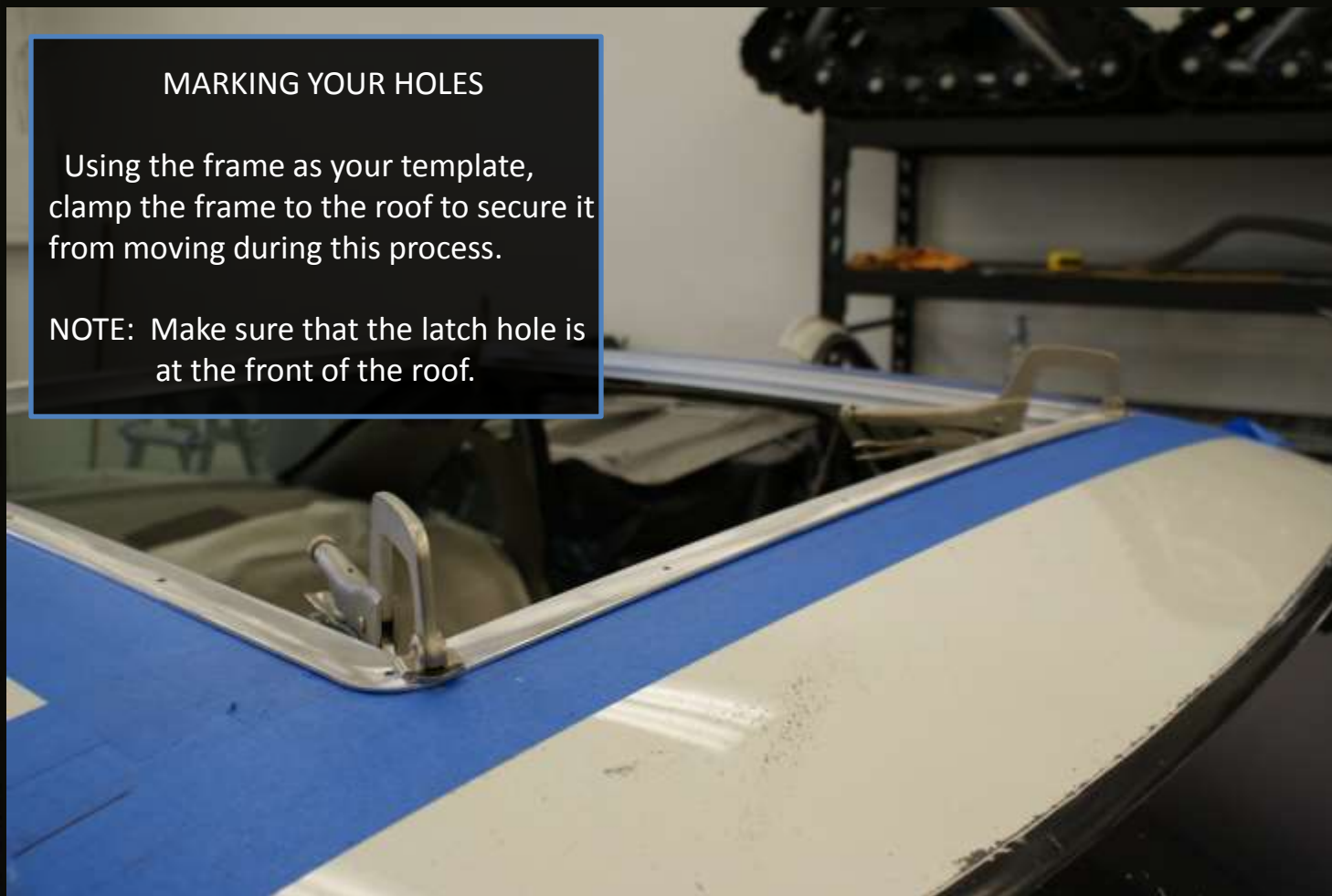


## STEP 7: MOUNTING HOLES TEMPLATE

### MARKING YOUR HOLES

Using the frame as your template, clamp the frame to the roof to secure it from moving during this process.

NOTE: Make sure that the latch hole is at the front of the roof.





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### STEP 7: MOUNTING HOLES TEMPLATE





## STEP 8: DRILL THE MOUNTING HOLES

### DRILL PROCESS

Remove the rag top frame from the car. DO NOT try to drill through the frame as a guide template. This will effect the clinch stud installation process and damage the frame, rendering it useless.

Start by using a 1/8" drill bit and drilling pilot holes at each location marked. Follow this with a 1/4" Drill bit for the final hole size. A 3/16" hole is required, but by going slightly larger it makes the final assembly easier.





## STEP 8: DRILL THE MOUNTING HOLES

### ROOF SUPPORT OBSTACLES

Most vehicles you will run into the roof supports landing exactly where your mounting hardware is to be located. This is not a problem if it hits in the flat section of the support, and actually will gain you strength in your roof. But as in this picture, they can land on the bulge, or curve of the support. In this case you must cut out the roof support from the inside.

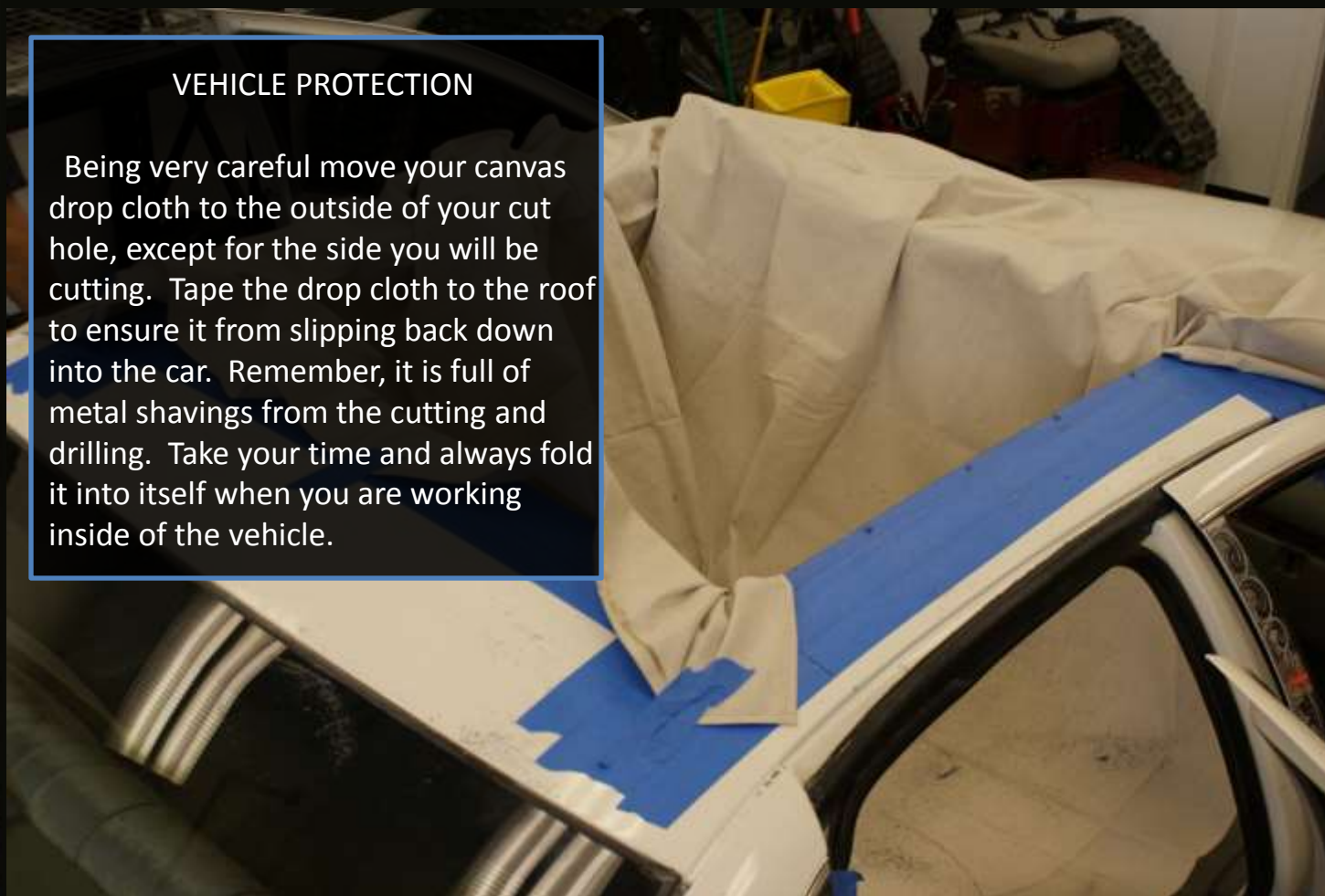




## STEP 9: ROOF SUPPORT REMOVAL

### VEHICLE PROTECTION

Being very careful move your canvas drop cloth to the outside of your cut hole, except for the side you will be cutting. Tape the drop cloth to the roof to ensure it from slipping back down into the car. Remember, it is full of metal shavings from the cutting and drilling. Take your time and always fold it into itself when you are working inside of the vehicle.

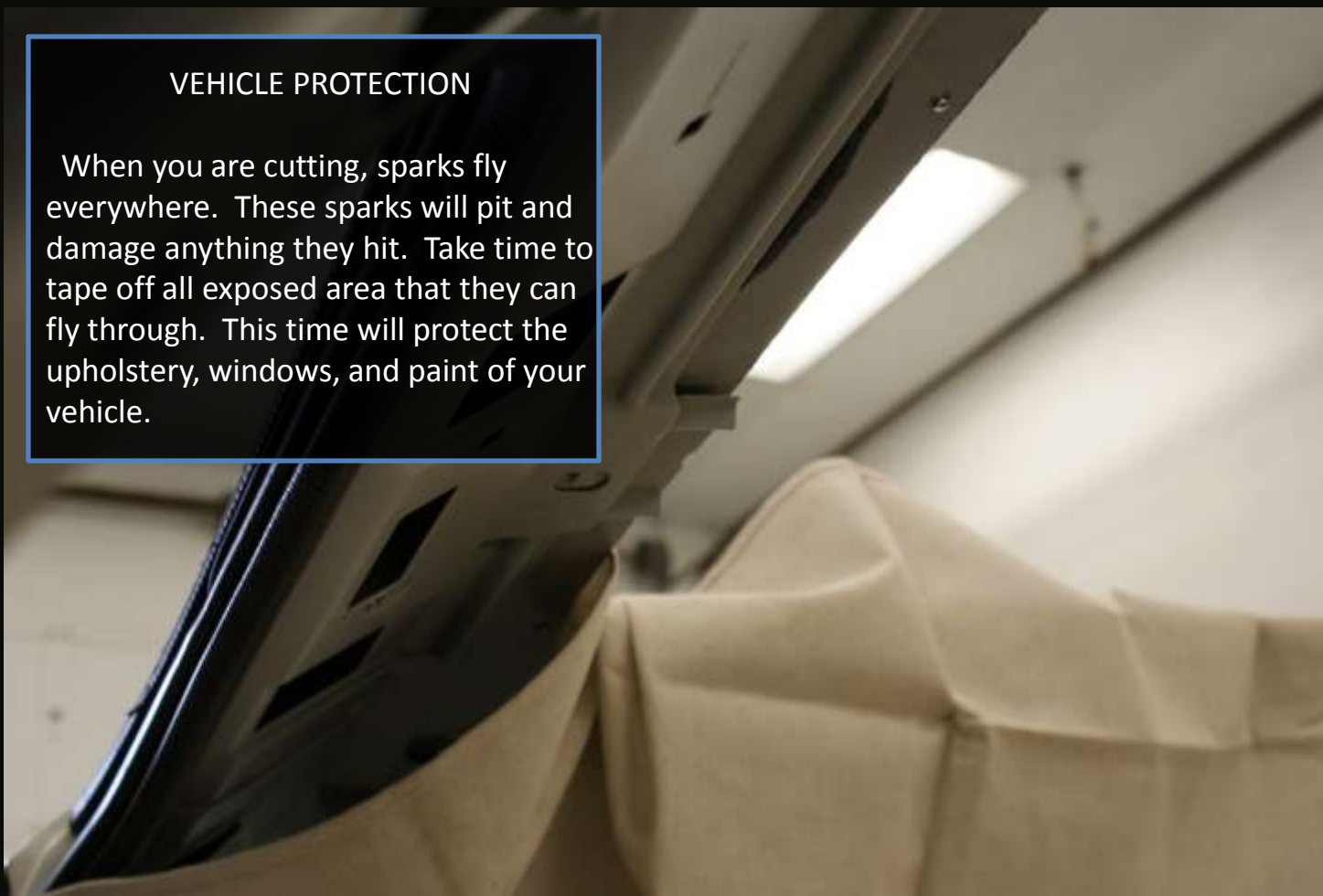




## **STEP 9: ROOF SUPPORT REMOVAL**

### **VEHICLE PROTECTION**

When you are cutting, sparks fly everywhere. These sparks will pit and damage anything they hit. Take time to tape off all exposed area that they can fly through. This time will protect the upholstery, windows, and paint of your vehicle.





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### STEP 9: ROOF SUPPORT REMOVAL





## **STEP 9: ROOF SUPPORT REMOVAL**

### **CUTTING THE SUPPORT**

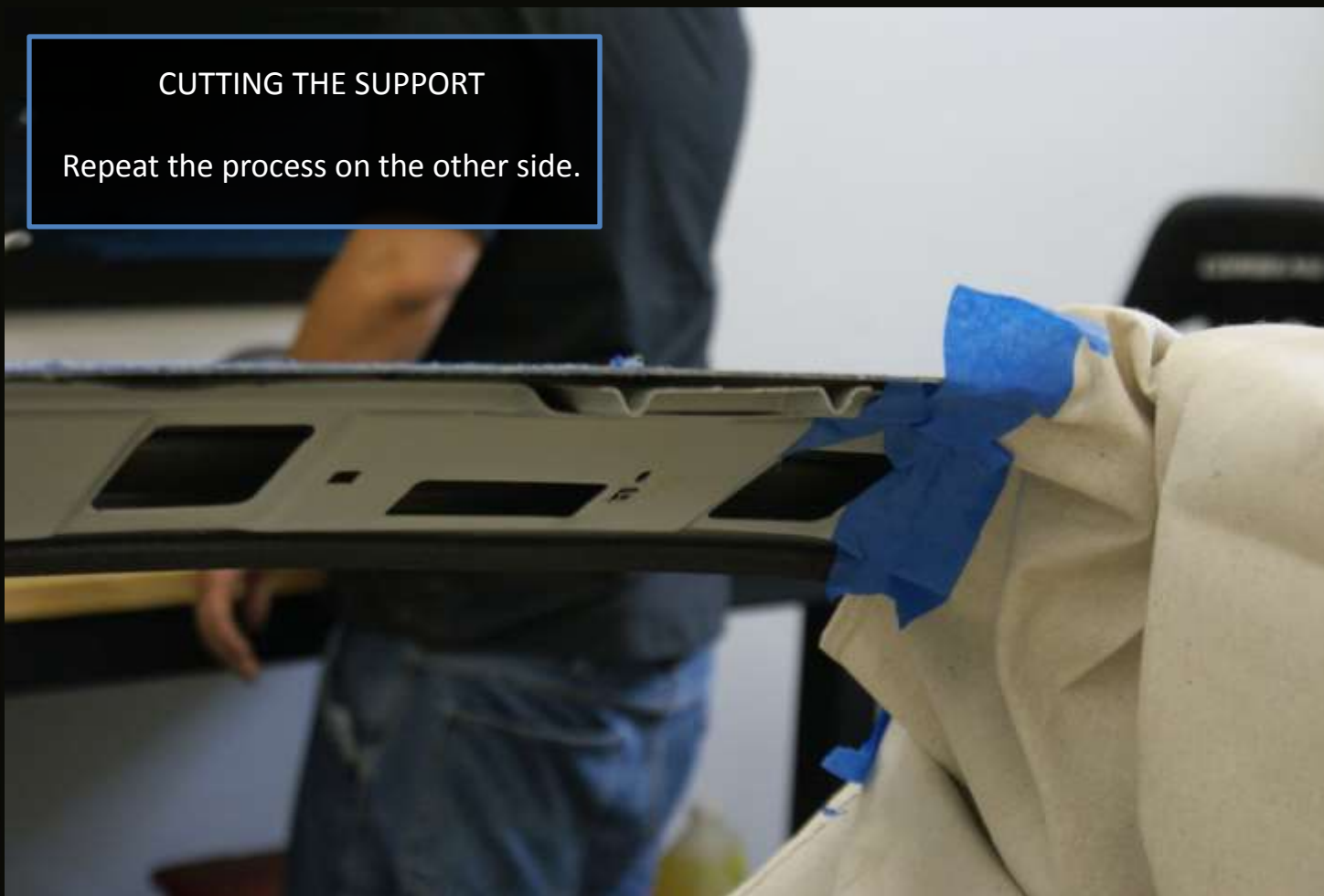
VERY slowly make small passes with the cutting wheel until the support is cut through. This is one of the most critical times to take your time, a slip up can cut a slice in your roof skin that the frame will not cover. Using a razor blade cut away the adhesive foam to remove metal support.



## STEP 9: ROOF SUPPORT REMOVAL

### CUTTING THE SUPPORT

Repeat the process on the other side.

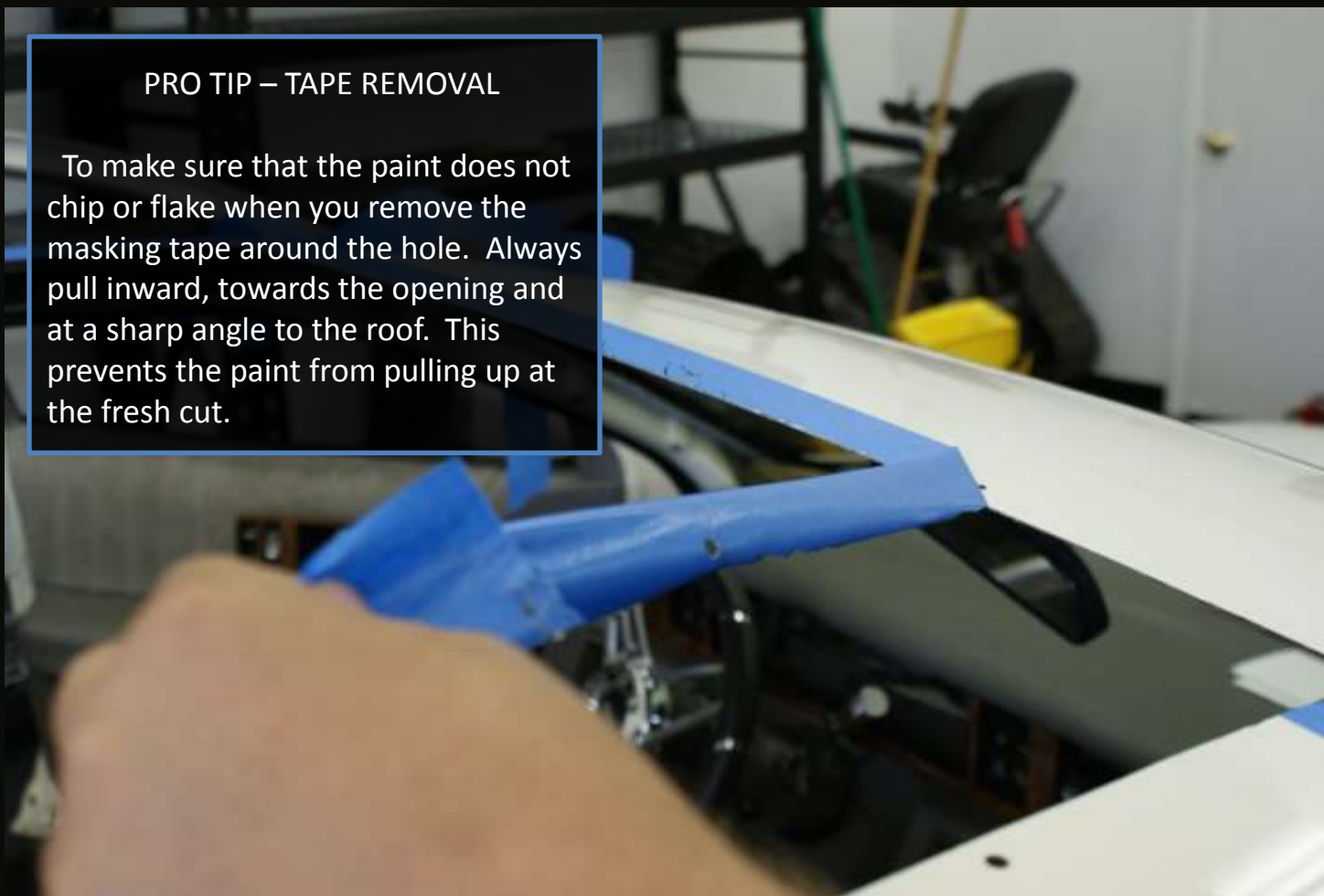




## **STEP 10: PREPARE FOR ASSEMBLY**

### **PRO TIP – TAPE REMOVAL**

To make sure that the paint does not chip or flake when you remove the masking tape around the hole. Always pull inward, towards the opening and at a sharp angle to the roof. This prevents the paint from pulling up at the fresh cut.





## STEP 10: PREPARE FOR ASSEMBLY

### WEATHER-STRIPPING

If you don't have the need for a lot of weather-strip, you can purchase this 3M product from your local automotive parts store. It works great, and is just the right amount for a ragtop installation.





## STEP 10: PREPARE FOR ASSEMBLY

### PRE-ASSEMBLY

Before you can fully install your new sliding ragtop, you must first pre-assemble the frame to mark the headliner and test your mounting holes.

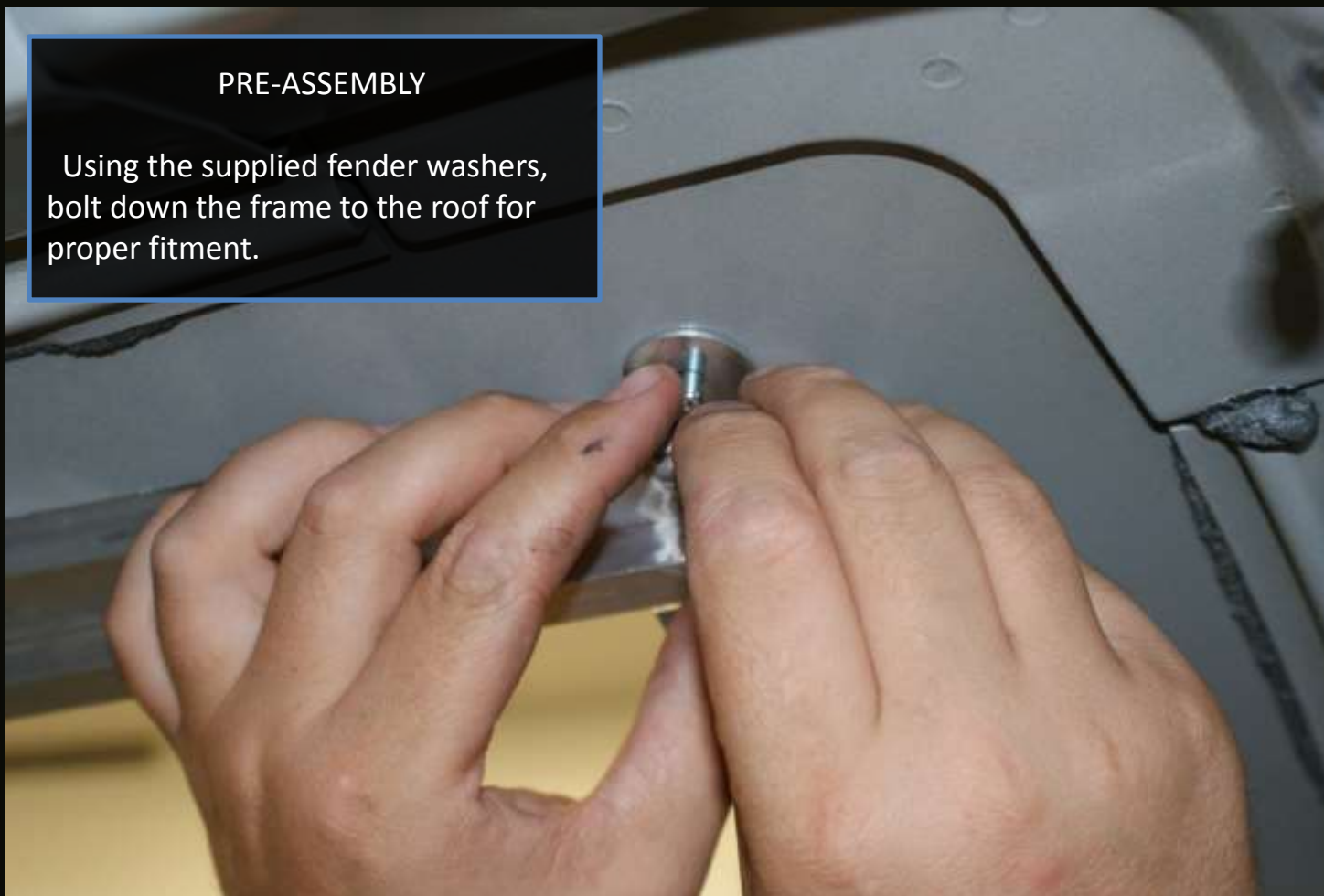




## STEP 10: PREPARE FOR ASSEMBLY

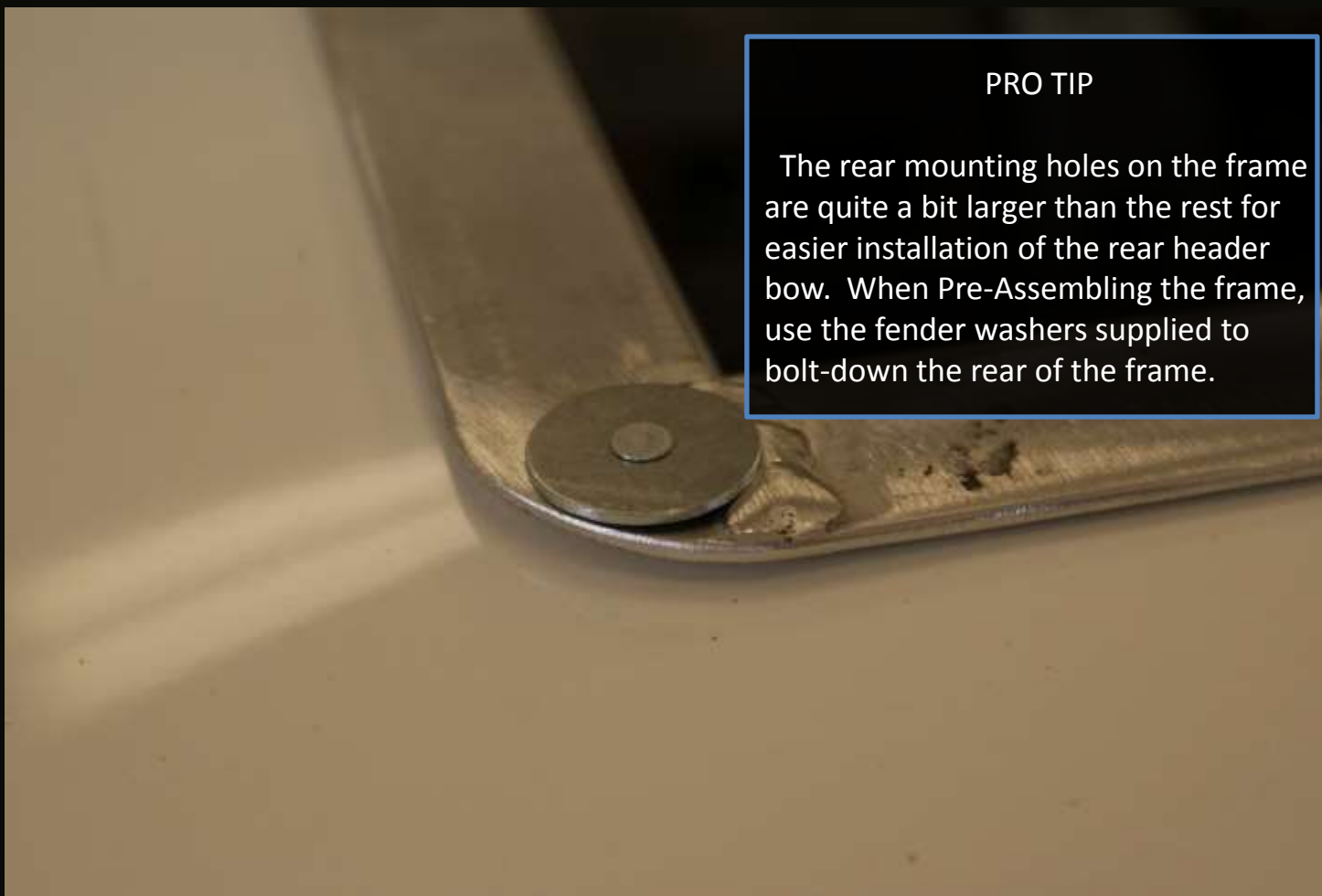
### PRE-ASSEMBLY

Using the supplied fender washers, bolt down the frame to the roof for proper fitment.





## STEP 10: PREPARE FOR ASSEMBLY



### PRO TIP

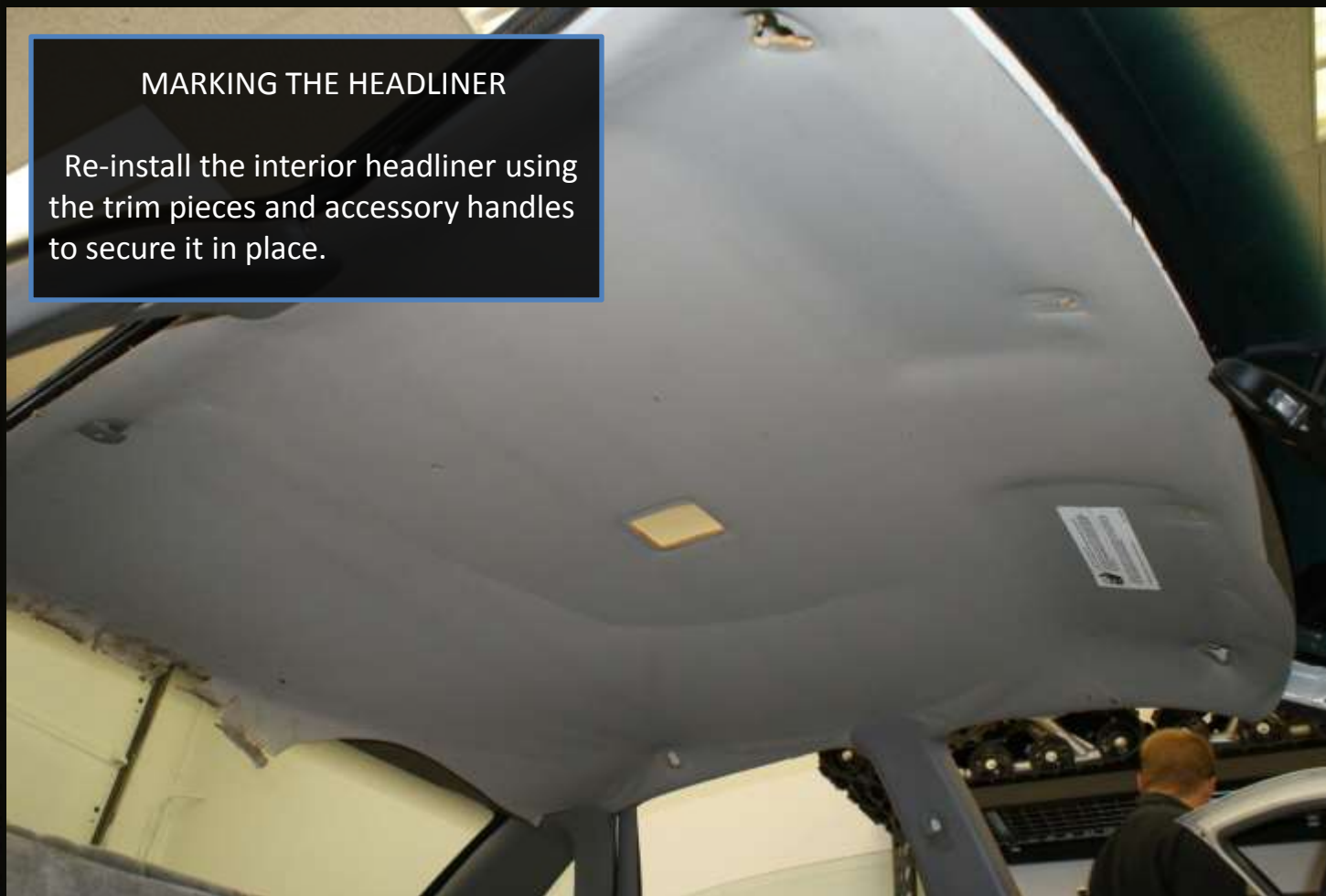
The rear mounting holes on the frame are quite a bit larger than the rest for easier installation of the rear header bow. When Pre-Assembling the frame, use the fender washers supplied to bolt-down the rear of the frame.



## STEP 11: CUTTING THE HEADLINER

### MARKING THE HEADLINER

Re-install the interior headliner using the trim pieces and accessory handles to secure it in place.





## STEP 11: CUTTING THE HEADLINER

### MARKING THE HEADLINER

Using your free hand to push up on the inside of the headliner, (or have a second person push from the inside), press against the rag top frame and mark your cut line for the hole.

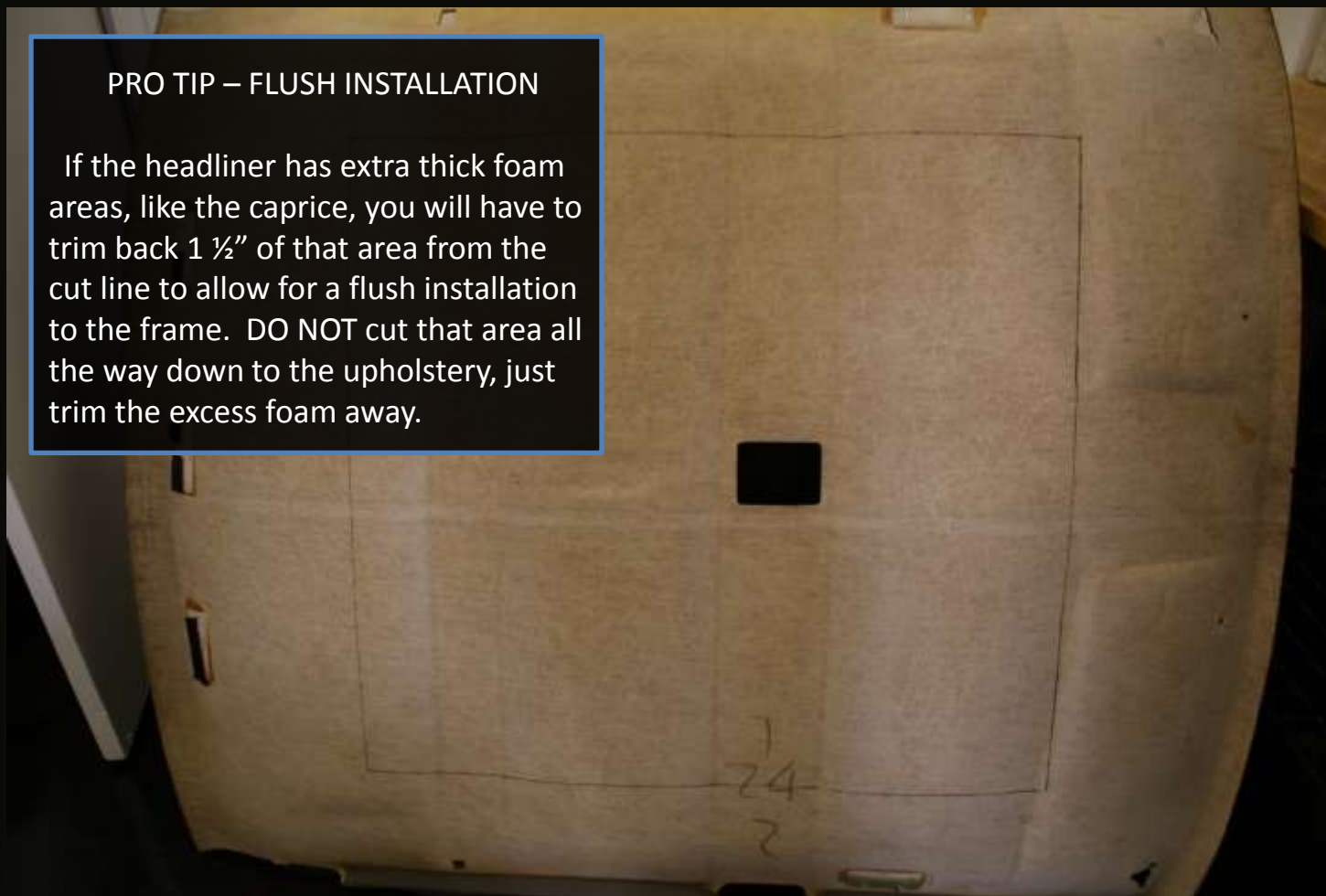




## STEP 11: CUTTING THE HEADLINER

### PRO TIP – FLUSH INSTALLATION

If the headliner has extra thick foam areas, like the caprice, you will have to trim back 1 ½" of that area from the cut line to allow for a flush installation to the frame. DO NOT cut that area all the way down to the upholstery, just trim the excess foam away.

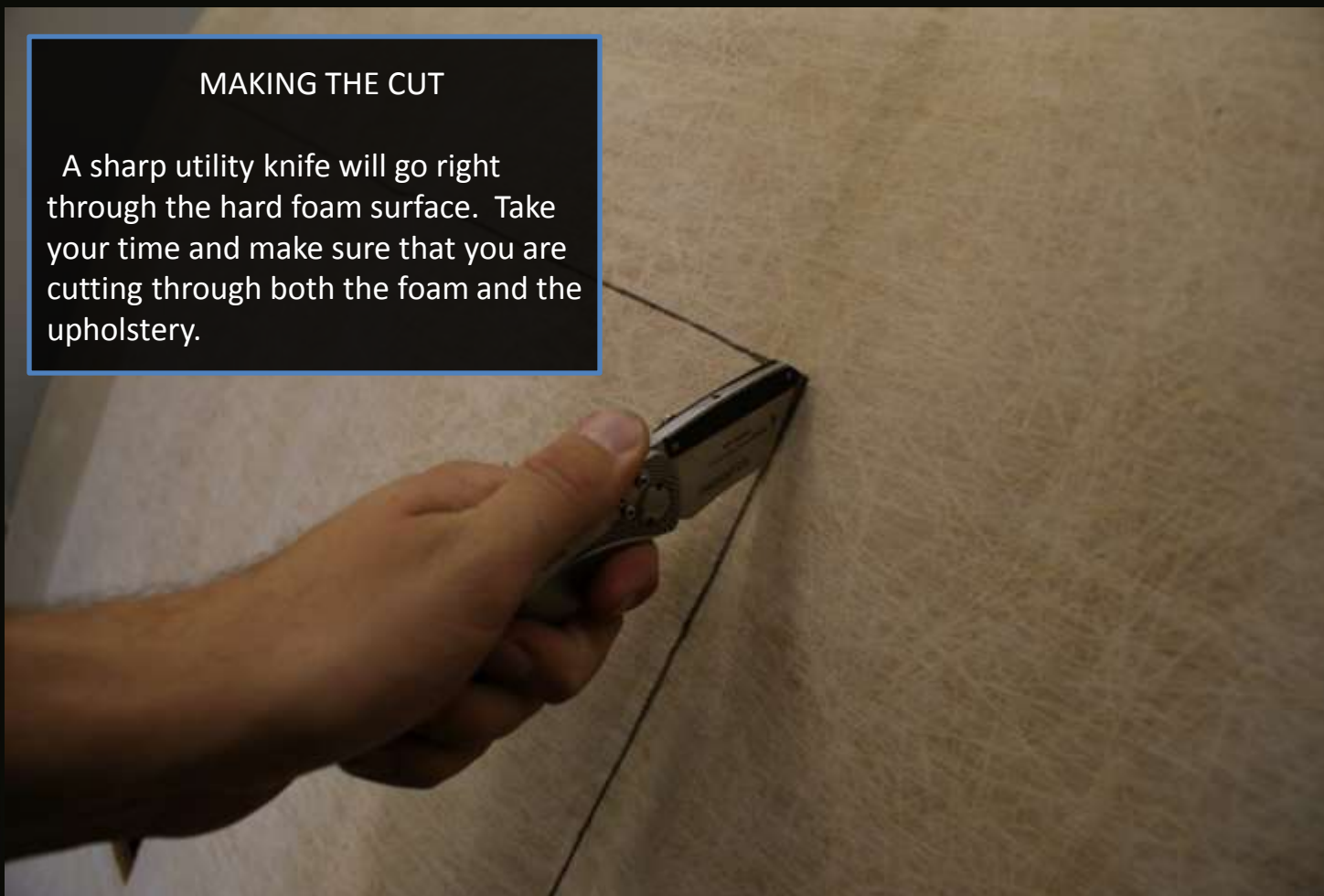




## STEP 11: CUTTING THE HEADLINER

### MAKING THE CUT

A sharp utility knife will go right through the hard foam surface. Take your time and make sure that you are cutting through both the foam and the upholstery.

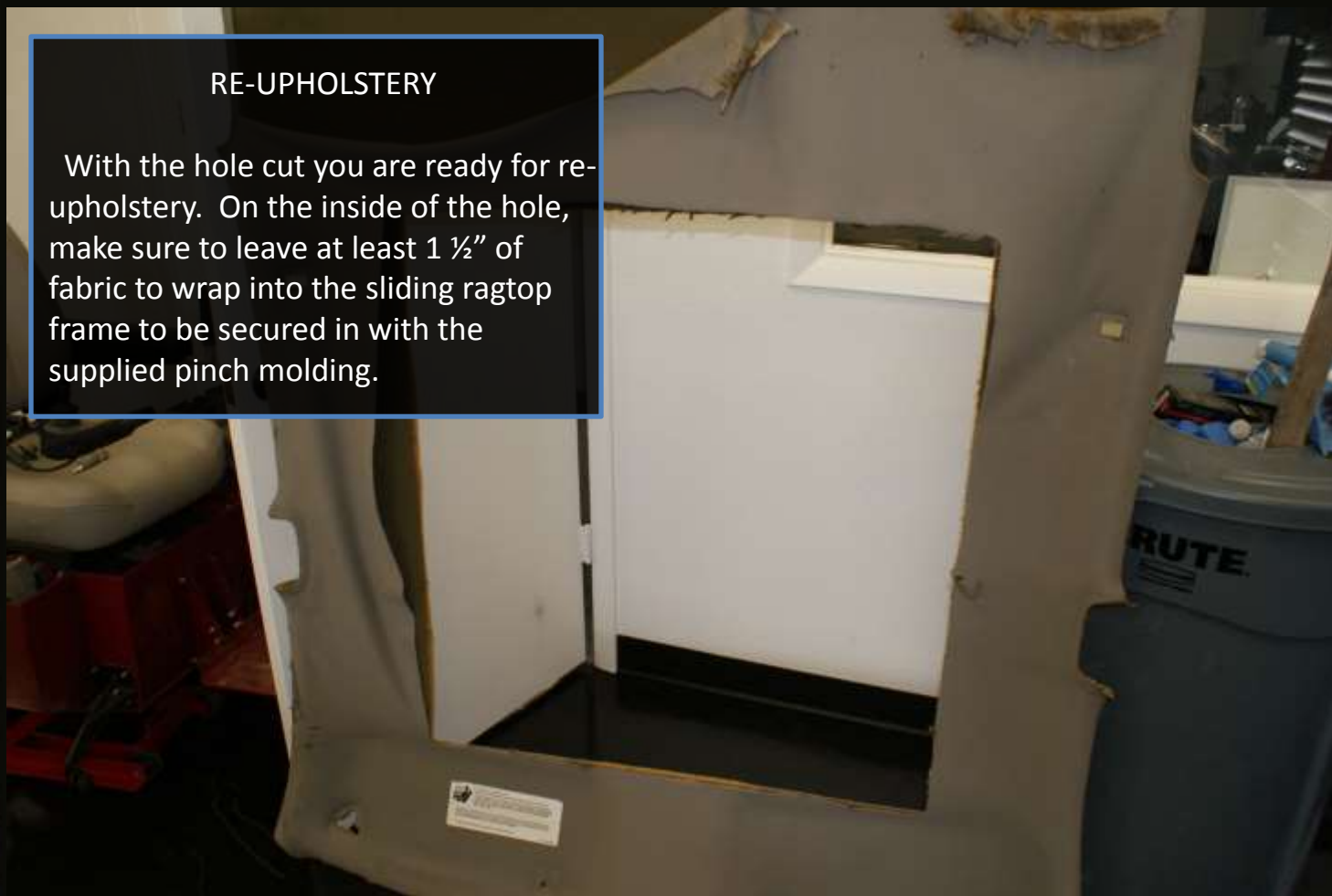




## STEP 11: CUTTING THE HEADLINER

### RE-UPHOLSTERY

With the hole cut you are ready for re-upholstery. On the inside of the hole, make sure to leave at least 1 ½" of fabric to wrap into the sliding ragtop frame to be secured in with the supplied pinch molding.

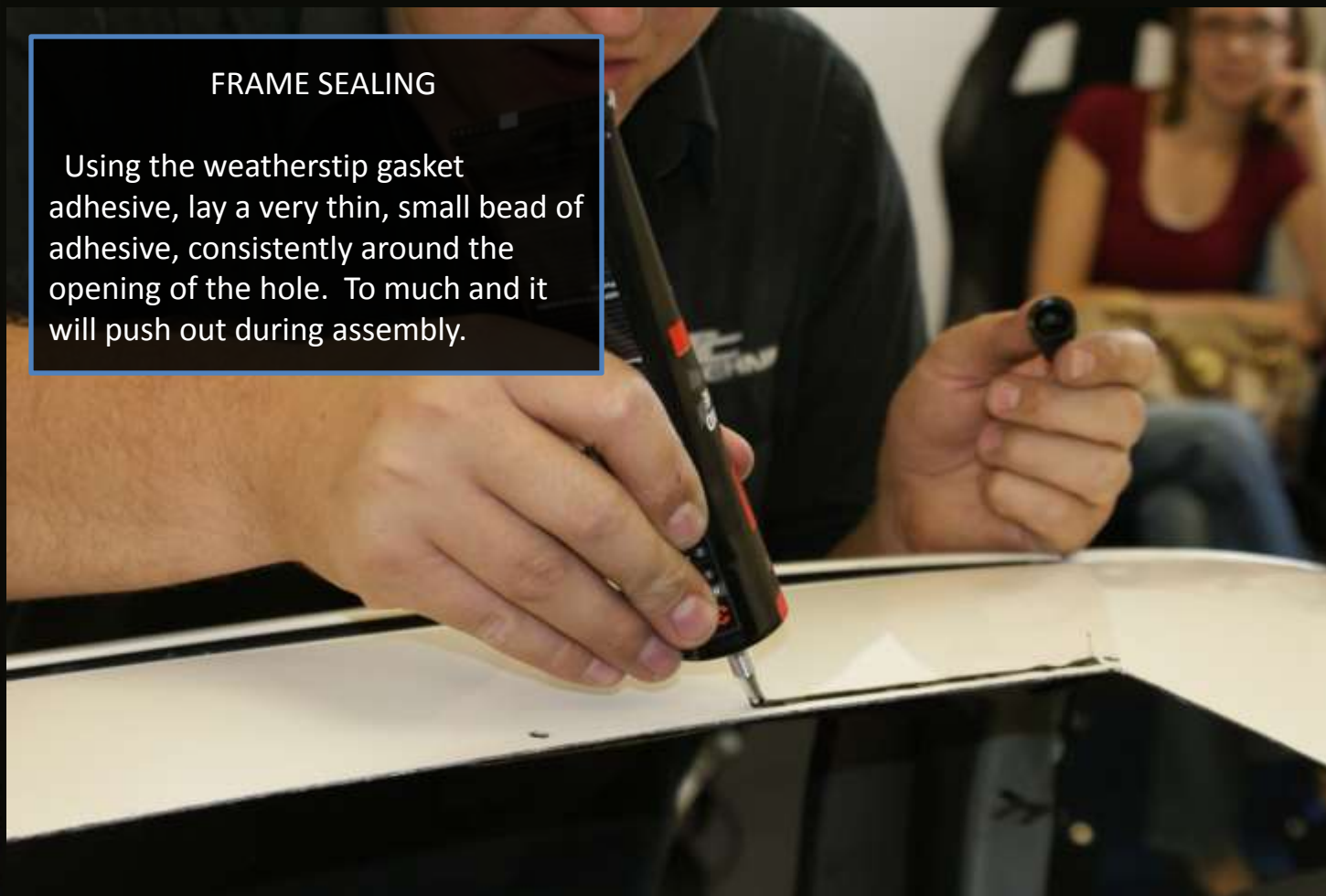




## STEP 12: FRAME INSTALLATION

### FRAME SEALING

Using the weatherstrip gasket adhesive, lay a very thin, small bead of adhesive, consistently around the opening of the hole. To much and it will push out during assembly.

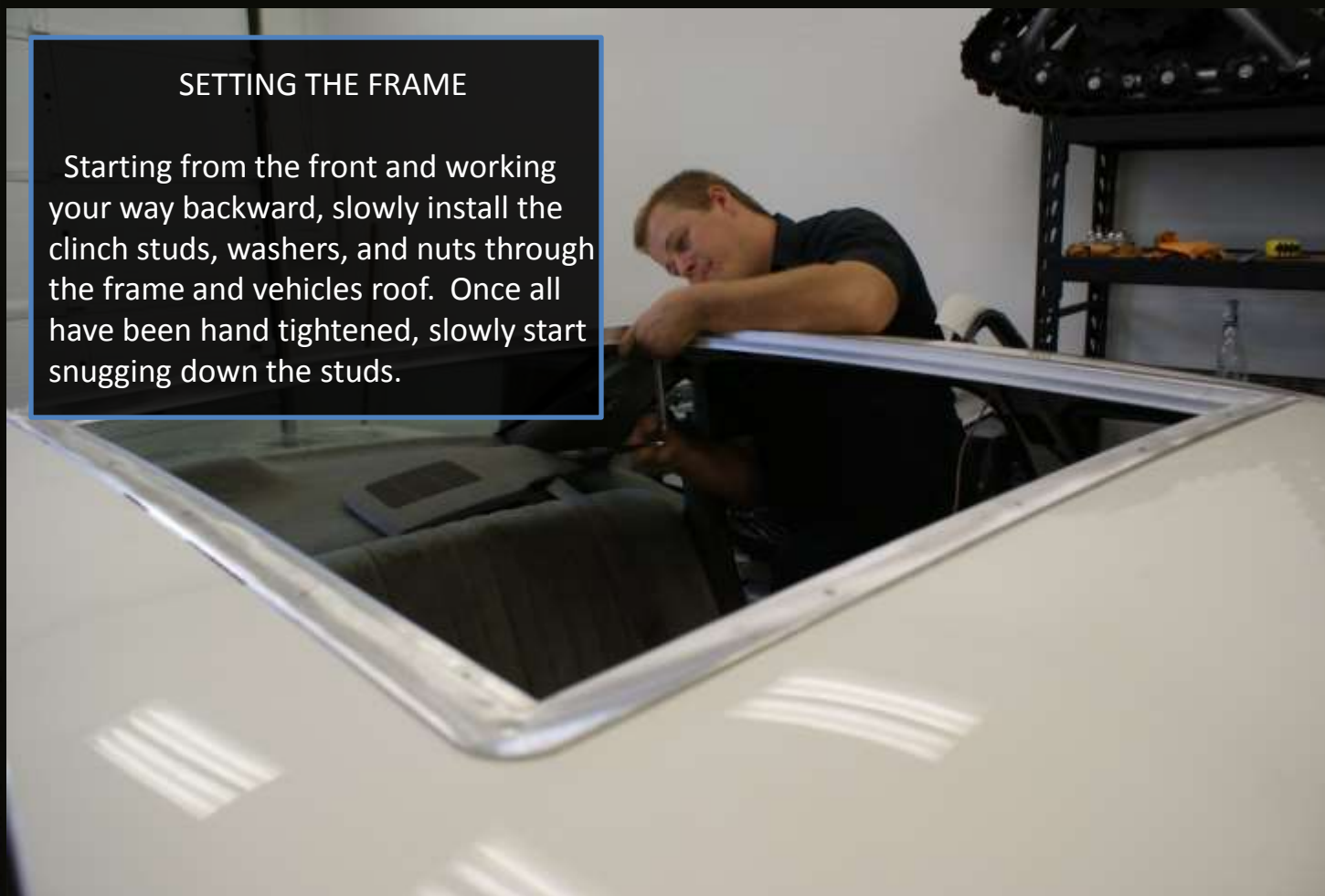




## STEP 12: FRAME INSTALLATION

### SETTING THE FRAME

Starting from the front and working your way backward, slowly install the clinch studs, washers, and nuts through the frame and vehicles roof. Once all have been hand tightened, slowly start snugging down the studs.

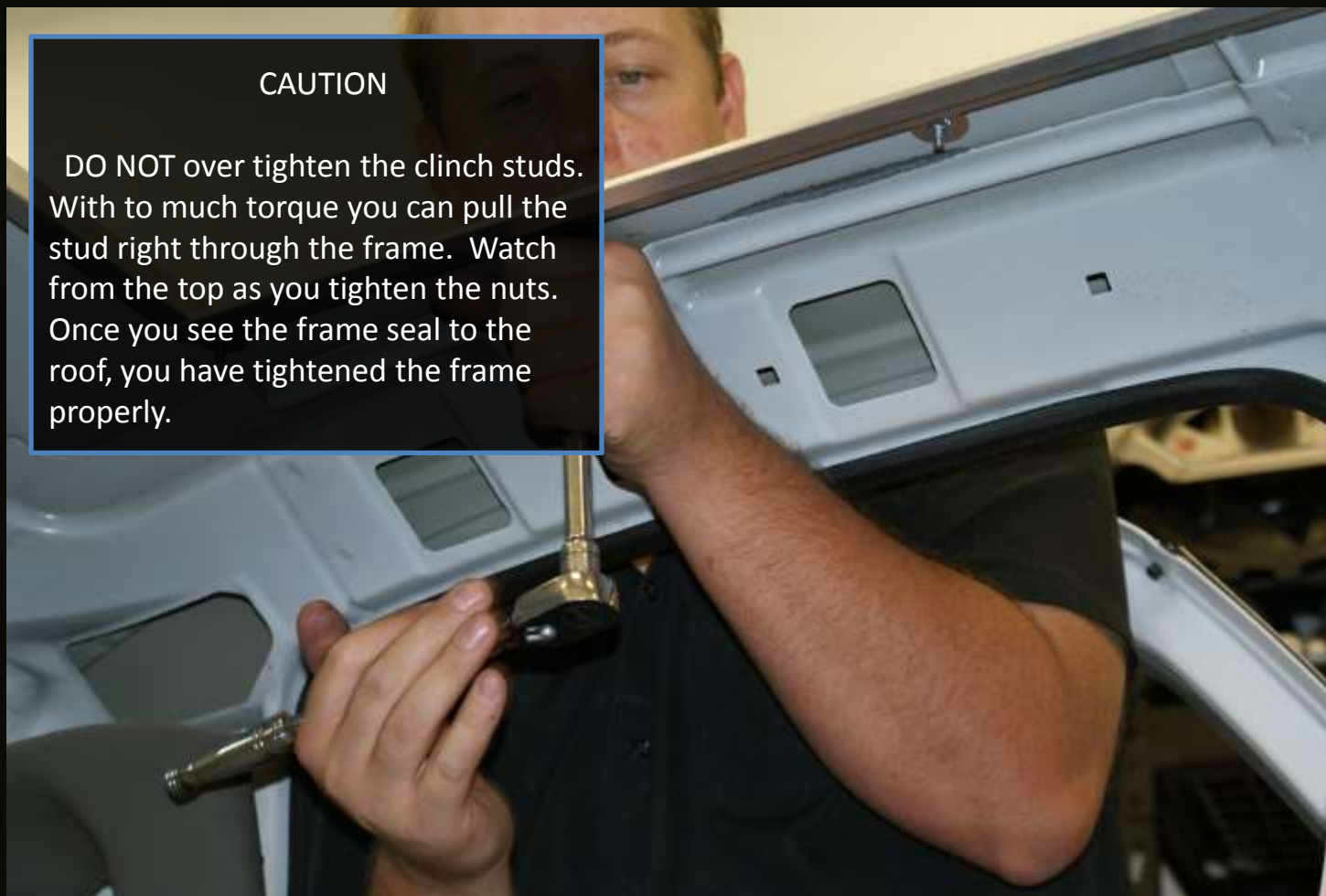




## STEP 12: FRAME INSTALLATION

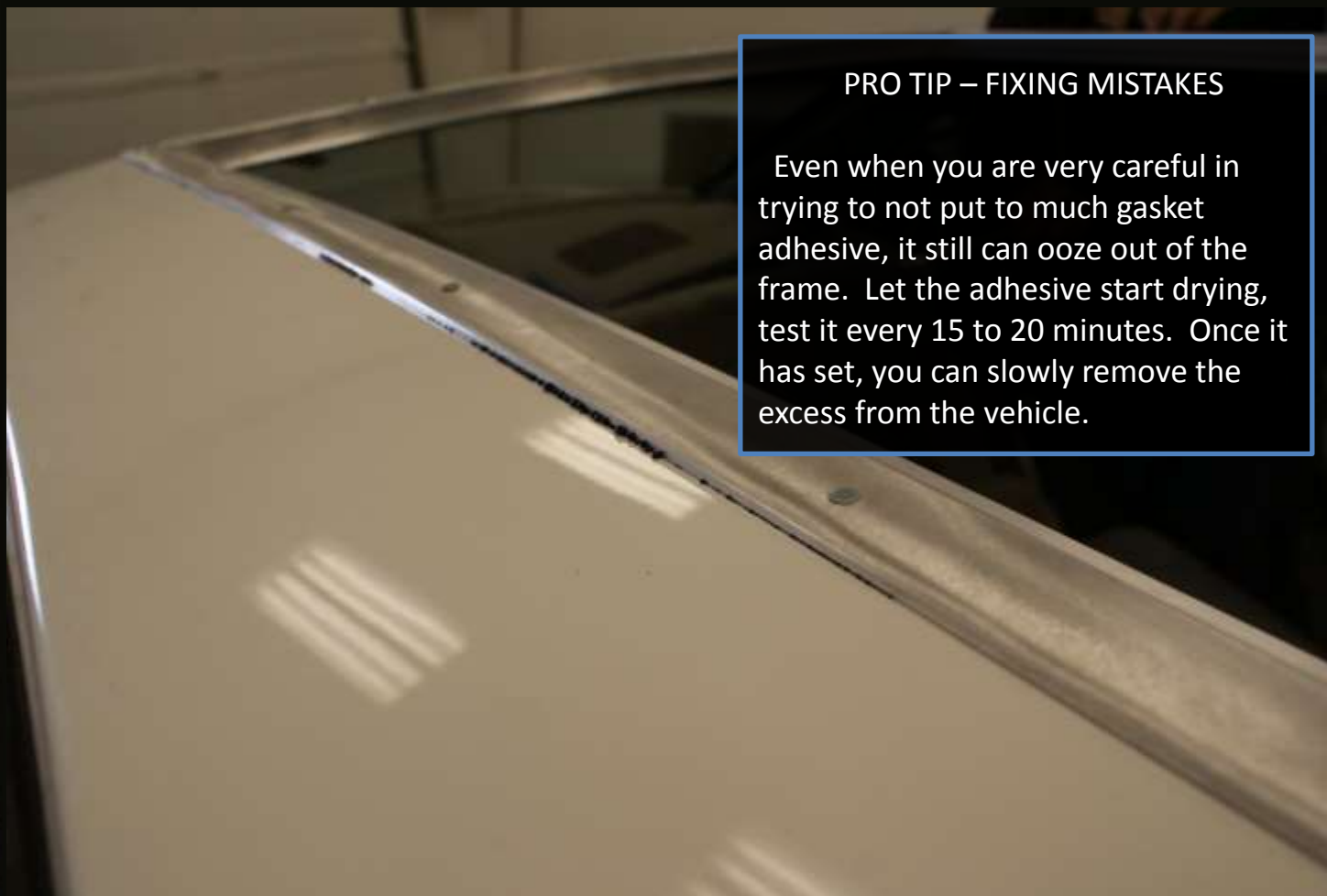
### CAUTION

DO NOT over tighten the clinch studs. With too much torque you can pull the stud right through the frame. Watch from the top as you tighten the nuts. Once you see the frame seal to the roof, you have tightened the frame properly.





## STEP 12: FRAME INSTALLATION



### PRO TIP – FIXING MISTAKES

Even when you are very careful in trying to not put too much gasket adhesive, it still can ooze out of the frame. Let the adhesive start drying, test it every 15 to 20 minutes. Once it has set, you can slowly remove the excess from the vehicle.



## STEP 12: FRAME INSTALLATION

### PRO TIP – FIXING MISTAKES

Using a razor blade, carefully pull up and away from the paint. DO NOT try to cut or scrap the adhesive, this will only damage your vehicles finish.





## STEP 13: TOP INSTALLATION



### MARKING THE TENSIONER HOLES

The tensioner studs on the rear header bow must be marked to locate the holes needed to be drilled in the roof. Using touch-up paint, or a transferable substance, place a small dot on each tensioner stud.



## STEP 13: TOP INSTALLATION

### TENSIONER HOLES

Place the top inside the installed frame. Slowly place the rear header bow into it's rear frame holes. Top header bow will not go all the way down. Once positioned properly, slightly press down on the corners transferring the paint on the tensioner stud to the vehicles roof. Now using a 3/8" drill bit, drill the required two holes for the tensioner stud to go through.





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## STEP 13: TOP INSTALLATION

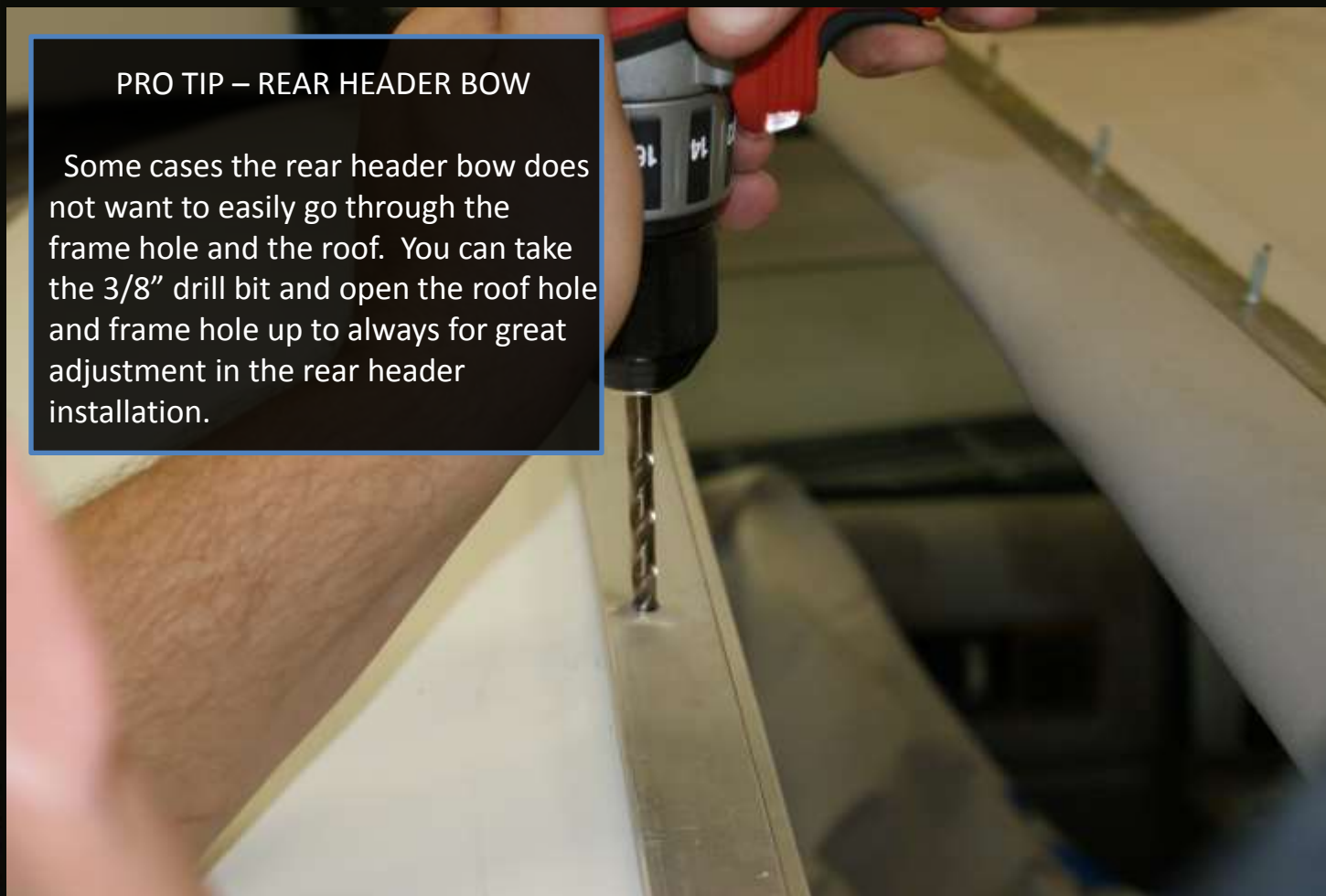




## STEP 13: TOP INSTALLATION

### PRO TIP – REAR HEADER BOW

Some cases the rear header bow does not want to easily go through the frame hole and the roof. You can take the 3/8" drill bit and open the roof hole and frame hole up to always for great adjustment in the rear header installation.

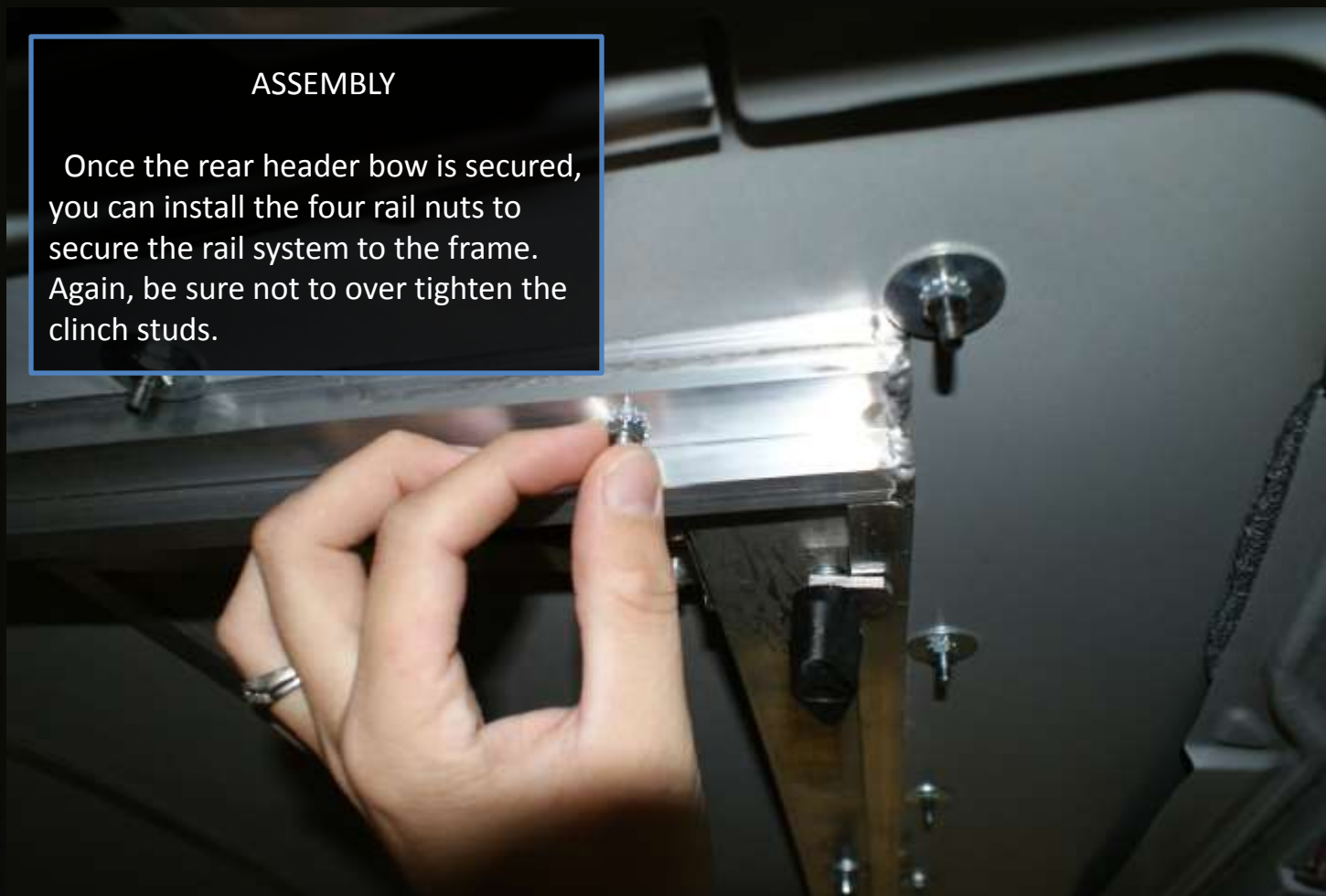




## STEP 13: TOP INSTALLATION

### ASSEMBLY

Once the rear header bow is secured, you can install the four rail nuts to secure the rail system to the frame. Again, be sure not to over tighten the clinch studs.





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### STEP 13: TOP INSTALLATION



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## STEP 14: HANDLE INSTALLATION

### LATCH HANDLE

Test that the top moves back and forth smoothly. The Latch handle just uses a keeper nut to secure in place. Place on the threads and tighten the keeper nut.





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### STEP 14: HANDLE INSTALLATION





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### STEP 14: HANDLE INSTALLATION





## STEP 15: TENSIONER STUD WEATHER SEAL

### LEAK PREVENTION

The hole you drilled to allow the tensioner stud to penetrate the roof must now be sealed.





## STEP 15: TENSIONER STUD WEATHER SEAL

### LEAK PREVENTION

Using the 3M Weatherstrip Gasket Adhesive, liberally cover the hole. Make sure to wear gloves during this process.





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### STEP 15: TENSIONER STUD WEATHER SEAL





## STEP 16: RE-INSTALL THE INTERIOR

### THE FINAL TOUCHES

You now may put the interior back together and install the new pinch molding around the sliding ragtop frame.





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## FINISHED PROJECT



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