

Owners Manual



Dearborn Deuce Convertible

Table of Contents

- 1.0 General Overview**
- 2.0 Body Prep and Maintenance**
- 3.0 Top Maintenance**
- 4.0 Deck Lid and Tonneau Instructions**
- 5.0 How To Put The Top Down**
- 6.0 Installing Your Door Seals**
- 8.0 Quality Check List**
- 9.0 Shortage List (if required)**
- 10.0 Miscellaneous**



1.0 General Overview.

Your all-steel Dearborn Deuce Convertible has been designed for the hot rod enthusiast and home-based builder. You will find many features have been pre-engineered into this body to make the building experience a pleasurable and simpler one. Among these features is a protective rear inner trunk panel designed with access holes for tail lamp servicing, as well as holes in the body's substructure through which the battery cables and wiring harness may be routed. This body is also constructed with open-ended sub rails running from front to back, which provide protected areas through which the battery cable or wiring may be routed.

In all areas, there has been considerable thought given to ease of construction, and to creating a body with considerable overall strength. As you become more familiar with its construction, the structural features that have been incorporated in its design will become more apparent to you.

If you have any questions regarding any area of the body, contact Dearborn Deuce at (860) 669-3232

Or, email us at:

info@dearborndeuce32.com

2.0 Body preparation and general maintenance for the bare steel body.

If your body was not supplied with factory e-coat, please note that prior to shipment, your body was treated with a rust prohibitive called LPS-2. This has been applied to inhibit surface rust before you begin working on the body. Dearborn Deuce recommends that you re-apply LPS-2 or a similar substance weekly if you have not begun the paint preparation process (note that LPS-2 can be purchased at most automotive supply stores. You can also use light oil or a chemical similar to WD-40).

Note: It is EXTREMELY important that you do not get any oil or coatings on your convertible top.

It is also important that you keep your body in a dry, non-humid environment to prevent the start of corrosion. Please note that constant temperature changes will cause the body to begin rusting almost immediately. An example of this would be storing the body inside a cool garage, and opening the door daily during humid weather, and then closing the door again. This kind of constant cooling and warming will have a harmful effect if you do not have the body coated thoroughly. It will cause the body the "sweat", and this moisture will cause surface rust to show very quickly.

If your body does begin to show surface rust before painting, apply a mild metal prep to remove any rust with a 3M Scotch Bright pad, and then re-treat the body with LPS-2.

Before you begin the paint prep process, it is important that you remove any corrosion and clean the body thoroughly. Dearborn Deuce recommends cleaning the body with a good grease/wax remover or paint thinner before you begin. Your local auto body supply will stock several products exclusively for this purpose.

3.0 Top Maintenance.



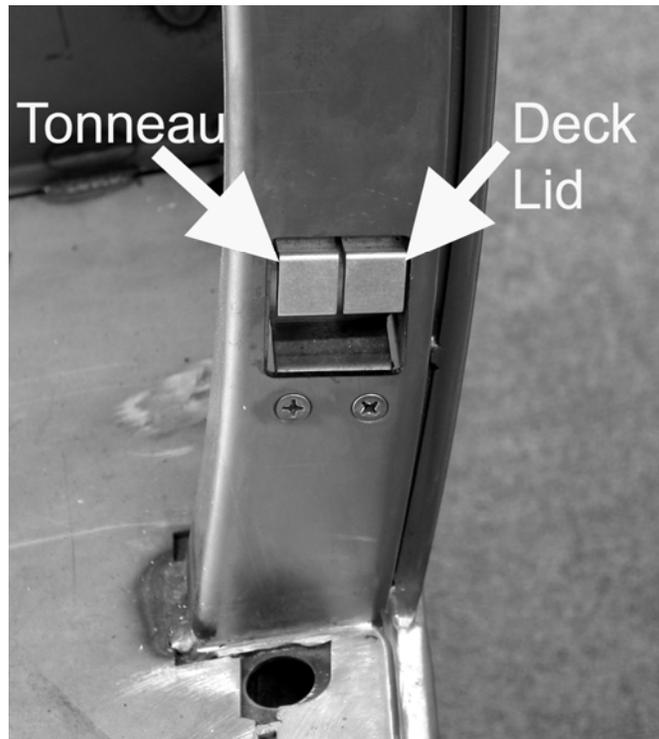
The top on the Dearborn Convertible is covered with a material called Haartz fabric. Haartz is a world-class fabric manufacturer supplying material for many of the OEM convertibles that are manufactured today, and is common on European automobiles. This material has already been treated with stain-resistant chemicals to help it resist soiling. If your top does become dirty, however, a soft bristle brush with mild soap and water should be used to wash it clean. Should you encounter a stubborn stain that requires additional attention, the use of a mild dishwashing liquid with a grease-cutting agent is a very effective cleaner. It is not advisable to use chemicals to clean your top.

If dust and dirt begin to show on the top fabric, soap and water washing is the recommended method for restoring it to its original look.

When any car with a convertible top is stored or garaged, it should always be stored with its top in the “up” position. This will keep the fabric from becoming wrinkled and looking creased when the top is raised again. If the car is stored with the top down and it shows creasing, raise the top and soak it thoroughly, and let the car sit in the sun. This will allow the top fabric to “relax”.

4.0 Opening and closing the deck lid and tonneau cover.

Your Dearborn Convertible has been designed with mechanical tonneau and deck lid-opening latches, which are mounted in the driver-side B pillar (door jam) of the body. The latch operating the deck lid is always the outboard lever, and the tonneau cover is always released with the innermost lever.



Tonneau and trunk release levers in driver's side B-pillar.

Note: It is important that the deck lid and tonneau cover are NEVER both open at the same time, or they will contact one another. If this happens, damage to the paint may result. ALWAYS USE EXTREME CAUTION WHEN RELEASING EITHER PANEL.

The closure latches used on your Dearborn Convertible are “two stage” latches. You may find that the deck lid will close and latch (click) once, but it may not be completely closed. The deck lid must be firmly closed in order to set to the second latch. If the gap between the base of the deck lid and the lower valance panel appears wider than normal, this is an indication that the deck lid has not been latched all the way. It is not necessary to open the trunk again in order to catch the second latch; apply firm pressure to the trunk with both hands to seat the deck lid all the way and catch the second stage of the latch.

The tonneau uses the same two-stage latch. You may find that the tonneau requires extra pressure to seat it into the second stage of the latch (especially while the weather seals are new). When properly closed, the body reveals on the tonneau surface will line up flush with the body reveals on the quarter panel, creating a smooth flow of the lines.

6.0 Lowering your top.

It takes approximately 17 seconds to lower or raise the top on a Dearborn Convertible.

To put the top down, follow the steps below:



1. Pull the right and left buggy links forward, which releases their tension. These are the jointed rods on each side of the inner top at the rear.



2. With the top tension released, now fold the rear of the top forward, away from the tonneau panel.

Lowering your top, cont'd.



3. Pull the tonneau release lever on driver's side B-pillar.



4. Open the tonneau panel all the way.

Lowering your top, cont'd.



5. Release the top from the windshield by pulling down on the header bow release levers.

Once the top is unlatched from the windshield, you can drop the top into the well behind the seat. If the buggy links should straighten out during this process, the top cannot be folded all the way down. It may be necessary to unlock them once again by pulling either one (or both) forward, allowing the top to collapse behind the seat.

Close the tonneau cover firmly to catch the second latch.

To open the top, the sequence is as follows:

1. Release the tonneau lever in the B-pillar and open the tonneau.
2. Pull the top completely out of the well and align the front locating pins with the holes in the top of the windshield.
3. Fold the rear part of the top forward and close the tonneau.
4. Drop the rear of the top back, allowing it to seat on the rear deck, and push the buggy links toward the rear to lock them and seat the top.
5. Flip the front latches into the locked position.

CAUTION: When locking the buggy links, push only against the tab that is provided on these links; NEVER put fingers into the area of the hinge joint or pinching can result).

6. Flip the windshield latches “up” to lock the top to the windshield.

7.0 Installation of Body Seals.

All of the necessary body seals are supplied with your Dearborn Convertible. Note that the trunk and tonneau seals are in place. They have not been permanently fixed into the body, however, as they must be removed for painting.

The door seals are provided in separate packaging. Note that the door seals have their own adhesive system, and once installed, they are not removable. These should only be installed after the body is painted.

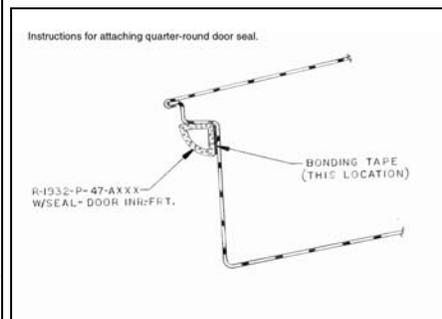
Install body seals as follows:



P-47 Weather seal, forward inner door. Note that there is a left and right seal.



P-94 Weather seal, inner door perimeter.



8.0 Quality Check List

Your Dearborn Deuce goes through a multi-level quality check before shipping.

9.0 Shortage List (if Required)

The Dearborn Convertible is provided as a 100% complete body; however, in some cases, vendors will fail to supply materials in a timely fashion. In that event, any effected bodies are shipped with a "Shortage List". All shortages (seals, handles etc.) are noted it on a separate shortage page that has been included with these materials.

If you have received a shortage list with your body, the noted parts will be forwarded to you as soon as they are supplied by our vendor.

10.0 Miscellaneous Items

10.1 Removing The Convertible Top

10.2 To remove the top from the body you will need to follow the noted steps below:

- 1.0 Follow steps 1 through 5 under "How to put the top down".
- 2.0 Remove the six bolts in the main pivot brackets directly behind the B pillar.
- 3.0 Lift the top up and out.

10.3 Installing the Body-in-White to your Chassis

- 1.0 Your Dearborn Deuce is designed to fit the attachment holes on a stock '32 chassis with the exception of the forward two holes. These holes have been included to accommodate the structural design of this body and will ensure secure mounting of the cowl to the car's chassis.
- 2.0 After preliminary installation of the body to the chassis, it is recommended that the body-to-chassis mounting points be carefully shimmed to achieve optimal door gaps.



**We thank you for your purchase and wish you many happy years
Enjoying your Dearborn Deuce**