58-64 Bug Safari Window Installation

This kit includes:

- Raw Bug Safari frame
- Bug Safari glass with glass to frame seal
- Frame to body seal (lip seal)
- Body to frame seal (bubble seal)
- Left hinge assembly
- Right hinge assemble
- Hardware kit consisting of
    - 2 - Polished Hawaii slide, long
    - 16 - Sheet metal screws
    - 2 - Wing bolts 8x25mm
    - 4 - Safari friction washers
    - 4 - #12 SS lock washers
    - 4 - 5x10mm SS button-head Allen screws
    - 2 - 1/4" SS sex bolts
    - 2 - Allen bolt button-head 10-24
    - 4 - 5mm SS flat washers
    - 4 - 6mm flex washers
    - 2 - Latch base seal
    - 4 - 5mm x8mm countersunk screws
    - 1 - OEM style Safari latch, left
    - 1 - OEM style Safari latch, right
    - 2 - Weld in tabs
    - 2 – Bug Safari dash tabs
    - 2- Rubber end caps for Safari slides

Tools or items needed:

- Sharp knife or razor blade
- Tape measure
- Scribe
- Angle finder and/or small tee square
- Step drill bit *aka* uni bit
- Die grinder or dremel with thin disc
- Small metal cutting burr
- 3mm Allen wrench
- 1/8" drill bit and drill
- #2 Phillips screw driver
- Some one who can weld thin metal

Begin by removing the wiper arms and the rear view mirror. Then remove the windshield by cutting the stock windshield seal with a sharp

knife or razor blade. Cut along the surface of the glass all the way around until the outside portion of the seal is completely removed. Now push out on the glass until it's all the way out and then remove the rest of the seal material. (See Fig.1)

Now measure 7 7/8" over from the center mirror mounting hole and scribe a small indicating line. (Do this on both sides.) These areas will be notched out to accept the hinges. (See Fig.2)

Using an angle finder to locate 90° scribe your small indicating line about 1½" long. The shape of the window opening can cause an optical illusion. 90° can be double checked by placing a small tee square under the mirror mounting area and transferring over to the scribe line. Trust your angle finder or square not your eyes. (See Fig.3)

Now measure down from the top surface at the headliner 3/8" and scribe a cross line then scribe another cross line 1¼" below that. Center punch these lines and drill the four holes to 7/16" using a step drill bit. (See Fig.4) Next you will need to scribe a line on each side of the holes and cut the section between them out using a die grinder and thin disc or dremel. You should end up with two slots about 1 5/8" long. (Note: The length and width of these slots can be adjusted later using your die grinder or dremel and a small burr. (See Fig.5)

Now you can put the window frame into the opening and center it side to side. A little dish soap around the opening will help the window slide into place. Bolt the left and right hinge assemblies to the frame using the (4) 5x10mm button-head Allen screws, flat washers and lock washers. **Do not forget about the washers.** Without the washers the screws can contact the glass and cause it to crack. Tighten the screws with a 3mm Allen wrench then push out at the top of the window until the hinge side brackets touch the body. The top of the brackets should be at the edge of the headliner, if not the slots may need to be adjusted now using a small burr on a dremel or die grinder. (See Fig.6)

Now you will need to drill the six mounting holes on each side for the hinge assemblies using a 1/8" drill bit. (See Fig.7) Attach the hinge assemblies using the #10 sheet metal screws. At this point you should remove the (4) 5mm button-head Allen screws from the hinge arms and take the window back out. Then install the body to frame seal. This seal is slightly longer than it needs to be. Make sure it is completely sealed on the body lip all the way around and cut about 1/8" longer to insure the ends touch each other. (Note: The seam is best at the bottom in the middle. Leaks have been noticed if the seam is on the top.)

Now reattach the window to the hinges and adjust up and down. The dash tabs can now be lined up with the center of the latches and mounting holes scribed. Center punch and drill these holes with the 1/8" drill bit. Fasten tabs to the dash with the remaining #10 sheet metal screws. (See Fig 8)

Attach the weld in tabs to the sliders using the two 8mm wing bolts and four nylon washers, putting one washer on each side of the slider. Align the weld in tab with the door jam area and scribe around them to show where the paint should be removed for welding. You will need to inform the person doing the welding that the main wire harness runs through the drivers side windshield/door post. I drill a small hole in this post with the step drill bit and push a heavy gauge piece of electrical wire in the hole to keep the wiring harness forward and away from the area to be welded. The other option is to remove the wire harness completely. There is a lot of work involved in removing and reinstalling the harness and it is not necessary if you are careful to weld the driver side tab slowly keeping it cool with a wet rag. (See Fig.9)

Just tack-weld the tabs to the body then remove the wing bolts and nylon washers before completing the welds. The nylon washers will melt if you don't remove them. Once the welds have cooled you can reinstall the washers and wing bolts. The Safari window will now function.

As for the wipers, 66-67 Bus wiper pivots can be modified to work with early Bug wiper arms. If you are using arms other than stock, the window should clear the wipers. When the arms are pulled away from the glass, as you would to wash the windshield. With the window open you can then flip them back to their normal position.

The stock Bug sunvisors can also be modified to work with the kit. The visor post needs to be bent into an "S" shape as seen in Fig.10. There's some trickery involved in this modification, but it can be done by simply grabbing the post in a vise and using a length of pipe to bend the shape.

This window has been designed to operate legally on the road in the fully closed and latched position. It should be used in the open position only for show or when the vehicle is not moving. Any damage or injury resulting from operating a vehicle with the windshield open is the responsibility of the operator and therefore that person assumes all risks involved.

Enjoy your new Bug Safari window and drive safe.

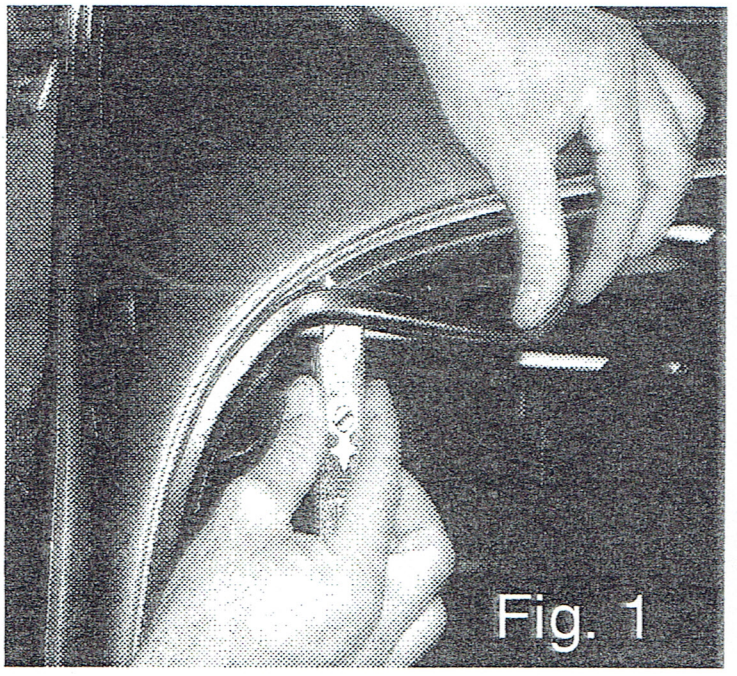

Fig. 1

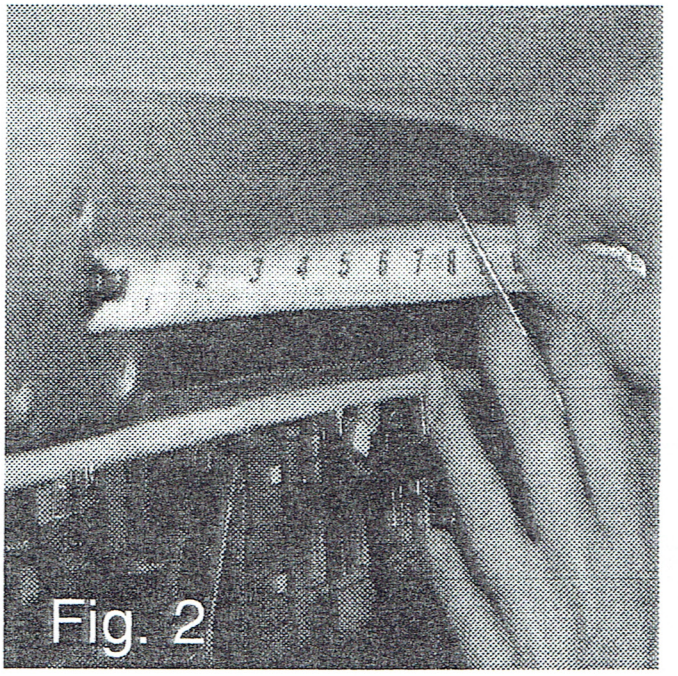

Fig. 2

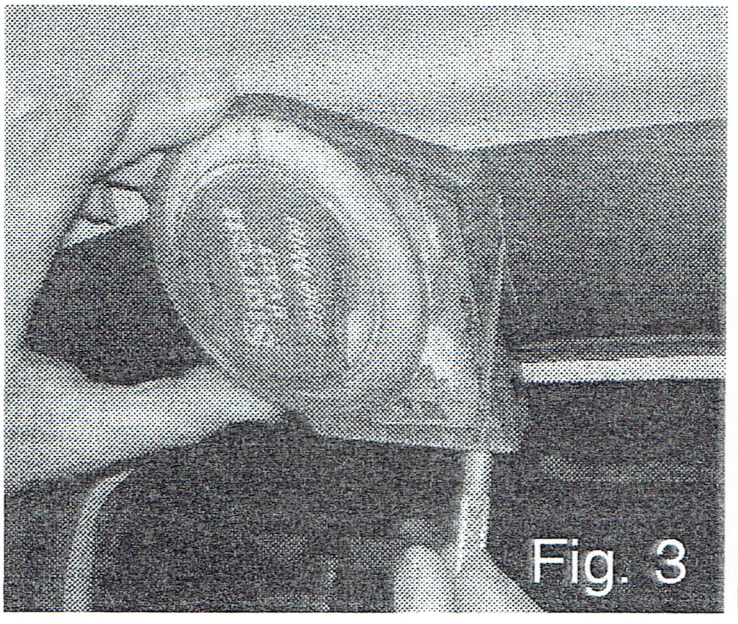

Fig. 3

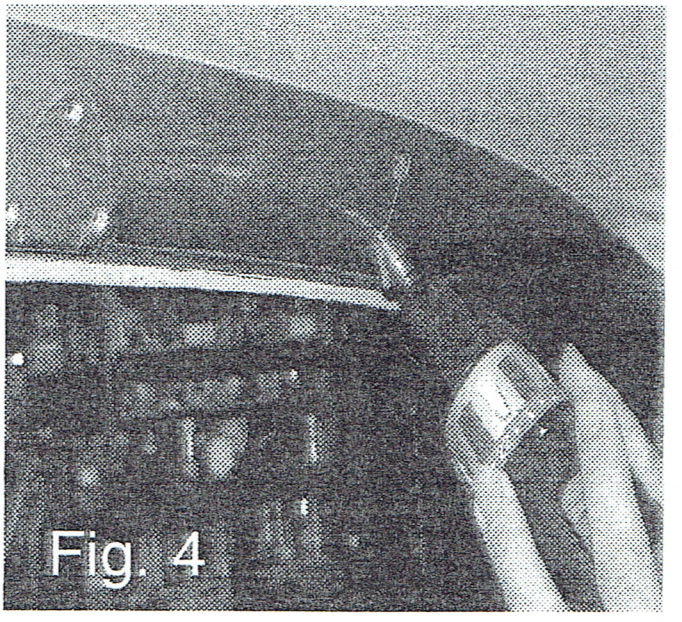

Fig. 4

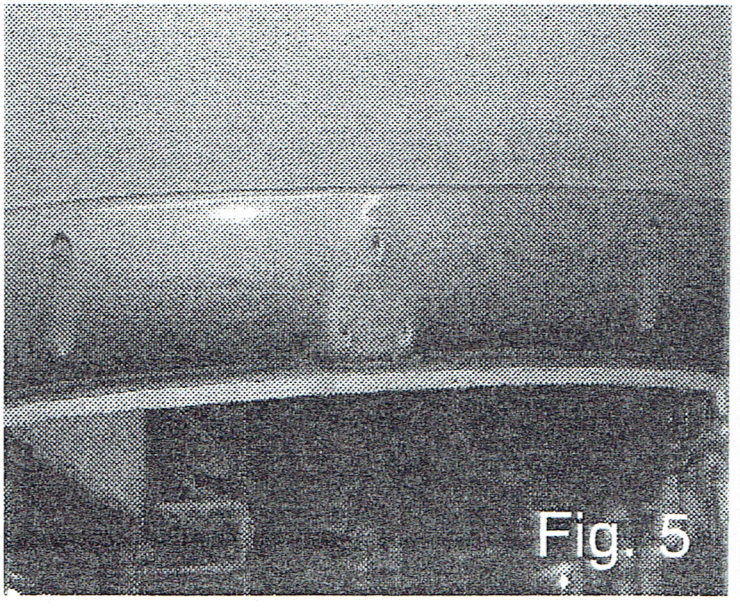

Fig. 5

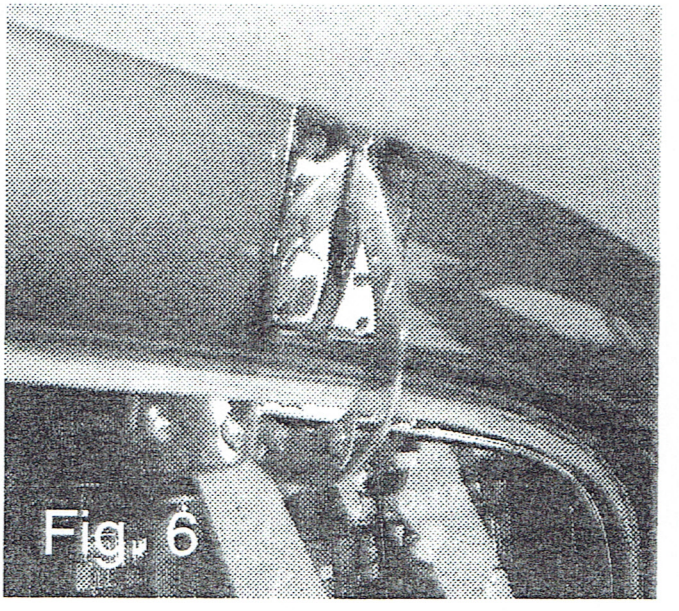

Fig. 6

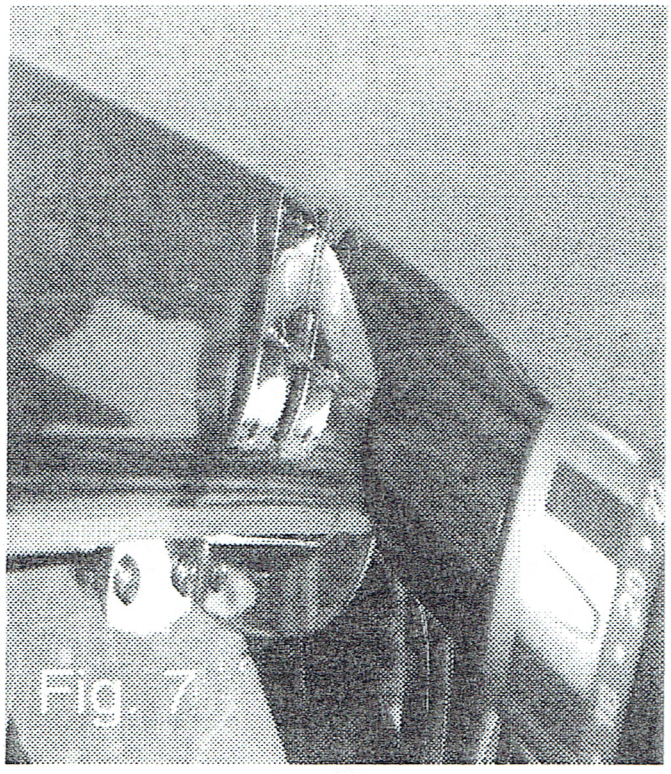

Fig. 7

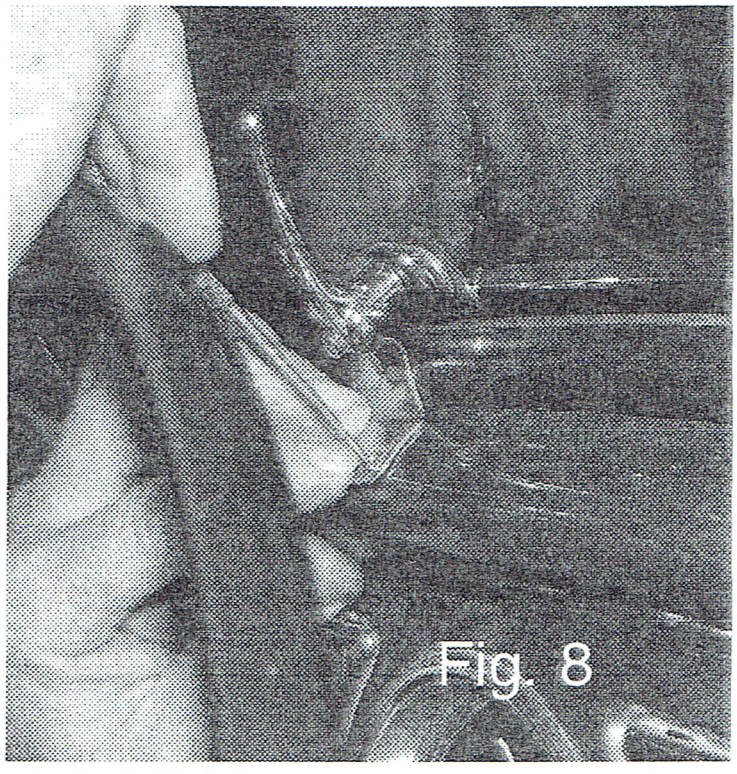

Fig. 8

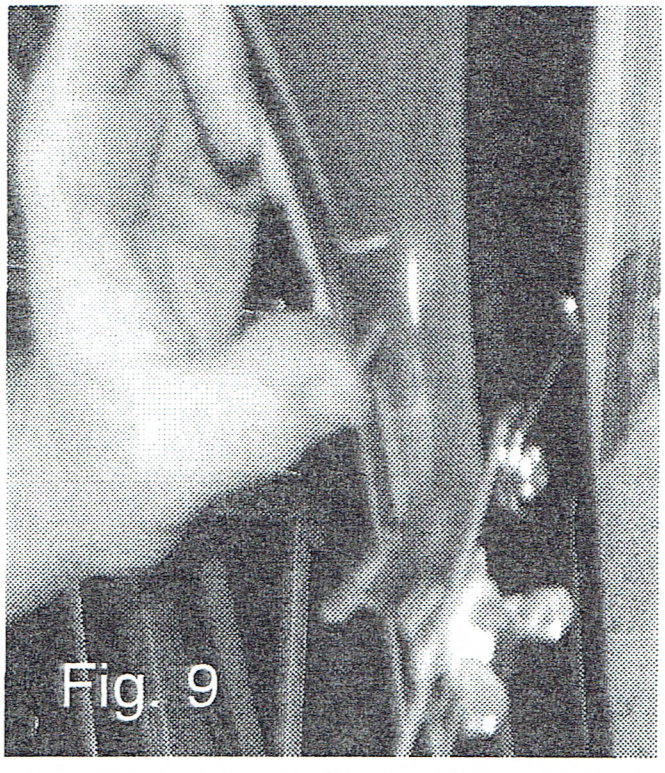

Fig. 9

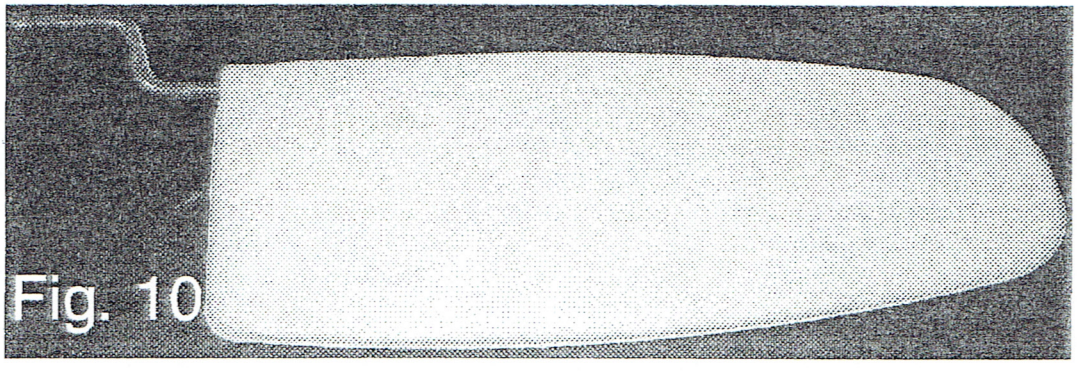

Fig. 10

Warranty/Disclaimer

This product is intended for on the highway use in the fully closed and latched position only. ***Never attempt to operate a vehicle on or off-road with the windshield opened.*** Wolfgang International will only guarantee the frame and hardware supplied in this kit to be free of manufacturing defects for one year. Correct assembly and or installation are the responsibility of the consumer. And we express no warranty what so ever on the outside sourced components including but not limited to the glass, seals, powder coating, plating, chroming, polishing, etc. For example: If a spot weld fails for some reason the entire frame will be warranted and replaced with a raw frame. Any painting, plating or other finishing detail costs will not be refunded and are the responsibility of the purchaser or consumer. With that said, as with all Wolfgang manufactured products, if possible we will do everything we can to solve any problems and satisfy every customer.

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