



Questions?
Call Toll FREE at:
1-888-648-4923
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or email Mike Meditz
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MB, GPW, M38 or M38A1 PREPARATION GUIDE

Top Bows

IMPORTANT!

READ THIS FIRST BEFORE INSTALLING YOUR JEEP TOP!

Original military jeep tops are designed such that military jeep top bows support the top when in position. The jeep top is ***NOT*** supposed to hold the center pivoting bow in position. Many reproduction top bow sets and original top bows that are worn have a loose rivets at the point where the center top bow pivots.



1) ***BEFORE*** installing your jeep top, place your top bows in the "top up" position. Move the center pivoting bow to the same level or height as the rear static bow and release the pivot bow. If the pivot bow drops at all, feels like it has no resistance, or falls onto your steering wheel, the pivot bow rivets are ***TOO LOOSE*** and need to be tightened.

2) You can tighten these rivets by removing the bows. Find a steel anvil and have someone hold the bows on end such that the rivet head is placed on the anvil. (The bows should look like the letter "C" in this position standing on the ground or table).

3) You can either heat the rivet (best method) and hammer it, or hammer it cold. Repeat this for the rivets on both sides of the bows until you feel a significant resistance when you try to rotate the pivot bow.

4) Test the bows again on the jeep and re-hammer the rivets until there is resistance such that the pivot bow will stay firmly in place in whatever position that you position the pivot bow. The resistance should be sufficient enough that it will support the weight of the top.

5) On M38's or M38A1's, you can resolve this problem without hammering the pivot rivets by installing the horizontal windshield to center bow horizontal rods from rod kit: (C2319-RODKIT for the M38; D2319-RODKIT for the M38A1). However if you do not use these rods, you must resolve the looseness in the pivot bow rivets.

If you do not make the center pivot bow stay in whatever position that you place it at:

Your top will not fit or look proper and if the rivets are loose enough, the pivot the bow can tear out the center bow flaps or fasteners on the top at worse or at best will place undue stress on the top causing it to wear out very quickly.

REMEMBER! THE BOWS SUPPORT THE TOP. THE TOP DOES NOT SUPPORT THE BOWS!



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MB/GPW TOP VARIATIONS AND RELATED CANVAS HARDWARE

Your Beachwood Canvas Works *TRAILRUN* summer, *DELUXE* summer, or *WINTER* MB/GPW top is made as close to original specifications as possible. The top fit greatly depends upon a proper windshield to top bow dimension, which produces a tension from front to rear. Your Jeep* **MUST MEET ORIGINAL SPECIFICATIONS AND DIMENSIONS** in order for these tops to work *Please also read the following brochures for additional top information:*

F-B2300-1 "Care and Originality of Your Canvas"

F-B2309-1 "MB & GPW Summer Top Installation"

WINDSHIELD HEIGHT:

Your summer MB/GPW top is designed to fit the standard WWII wartime issue windshield. If you have an MB Jeep made earlier than serial number 103545, this vehicle was issued from the factory with the shorter MA style windshield. Many MB's and GPW's had their shorter windshields replaced by either the army or civilians with whatever Jeep windshields were available at the time. If your Jeep's windshield is stamped "WILLYS" or "JEEP" in the lower metal pan beneath the windshield glass, you have a CJ2A windshield. If there is no inner windshield that can be opened and swings out, more than likely you may have a CJ3A or M38 windshield. If your jeep has the incorrect windshield, an original style standard MB/GPW top will NOT fit properly. If you do not want to change your windshield to the correct style, we will have to make a special custom top for you. Please check your windshield height and style **BEFORE** ordering.

JERRY CAN HOLE:

Your top is also supplied with a five gallon gas can or "Jerry Can" strap hole in the rear panel for a jeep with a rear mounted spare gas can. You may specify a top without a gas can hole (for early 1941 and 1942 jeeps that did not use rear mounted gas cans.)

REAR WINDOW OPENING:

Your top is also supplied with a rear window opening, **NOT** a rear plastic window. Original MB/GPW summer tops had an opening in the rear panel to relieve air or wind pressure. Contrary to popular misbelief, the rear hole was **NOT** designed to see behind. (**Point of Interest:** MA's and MB's do not have factory mounted rear view mirrors on the windshields. A need for air relief first became evident to the army during the MA tests. MA tops had a solid rear panel, caught the wind, and broke windshields.) If you want an unoriginal plastic window installed, like on an MB or GPW winter top, we make a top with one for an additional charge.

TRAILRUN vs DELUXE CONSTRUCTION:

TRAILRUN is our registered trade name for tops that were made in the field by riggers. Blueprints of the tops were issued for field construction and many times details such as rear window reinforcements, rear bow reinforcements, or center bow flaps were left out for field expediency. Our DELUXE top is our trade name for the factory version of the summer top. It is reinforced with web around the rear window, reinforced with double canvas around the rear bow pocket, and has a third center bow flap. Both of our tops use the same high quality materials and the same patterns, so from a distance they appear to be the same top until you approach the vehicle and look inside for the additional "gingerbread" stitching. Both construction methods are original.

Standard WWII MB/GPW



HEIGHT: 22"
AT CENTER
(MA or Early MB 20")

CJ2A



HEIGHT: 24"
AT CENTER

CJ3A or M38



HEIGHT: 26-1/2"
AT CENTER

WINDSHIELD STUDS:

MB and GPW windshield stud designs are the EARLY push button claw (B2025-B) and LATE capstan or combat (B2025-A) designs. Contrary to popular misbelief, they were not exclusive to either Ford or Willys production.

If you are using the early original style push button claw windshield studs (B2025-B), you must specify the original style sharp rimmed grommets (B30111 or “B” grommet) for installation on your top. This grommet closely fits over the stud and the retractable claw holds the grommet in place.

If you are using the original style capstan, or combat stud (B2025-A), either the rolled rim (B30101 or “A” grommet) or sharp edge grommet (B30111 or “B” grommet) will work. Unlike the close fit between the (B2025-B) claw stud and the (B30111 sharp rim grommet), either style grommet is designed to fit **VERY LOOSELY** over the combat stud. The top is **VERY** dependent upon proper tension in order to stay on. The (B2025-B) early push button claw studs were superseded early in MB/GPW production because they were prone to damage. The capstan stud, unlike the claw stud, had no moving parts and also allowed for quick removal of the top in a combat situation. (GI’s could stand on the front bumper and pull the top off quickly. They no longer had to struggle with each fastener as in the earlier designed studs).

Unless you specify otherwise, we supply MB/GPW tops with black finished rolled rim grommets (B30101 or “A” grommets) for attachment to late style capstan windshield studs (B2025-A). These grommets are superior to the early grommets in holding power and have a greater rip-out resistance due to the rolled rim and anchoring spurs. Without close examination, it is very difficult to discern differences between the two styles of grommets when installed.

NOTE

If your top is to be used for anything other than static display purposes, we **HIGHLY** recommend the use of the rolled rim grommets (B30101 or “A” grommets) Due to the inherent problems that came with the early style studs and grommets, the grommets tended to rip out. This was because the grommets had “sharp” edges, no anchoring “spurs” and had a tendency to spin resulting in cutting the material. This is one reason the government stopped using them in 1942.



SEAMING VARIATIONS:

If you have ever noticed a photograph looking over the side of a cargo ship down onto a landing craft loaded with WWII Jeeps, you can see a multitude of top construction variations. This is due to the fact that several companies made the tops and several manufacturers supplied the canvas in different widths. The original specifications did not dictate where and how many seams were required to produce the top’s upper panel. As a result, seaming was left up to the company that manufactured the tops and varied depending on how much and what width materials they had in stock. Production of tops did not stop simply because the seams were not in the right place! Nor was every FORD top or every WILLYS top made the same way using the same materials (Remember there were over 3/4 of a million MB/GPW summer tops made during WWII alone!) We have chosen to follow the original specifications as closely as possible in order to produce tops that meet standards that the government had prior to any dispensation made for production expediency. This means that your top’s upper section has two panels with one seam down the center of the panel. The rear panel is made in one piece. If you want a top, that is seamed differently, we can do so at an additional charge.