

JL 4-Door Model

INSTALLATION INSTRUCTIONS

For Squareback / Fastback

UPDATED 5/25/2022

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myTop[®]

Choose Freedom

CONTACT US

Thank you again for purchasing a myTop. We are happy to assist with any questions or concerns.



+1 404-879-5389
2195 Defoor Hills Road NW, Suite M
Atlanta, GA 30318
info@myTop.us
www.mytop.us

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 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 myTop at info@mytop.us or call **+1 404-879-5389**.

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:

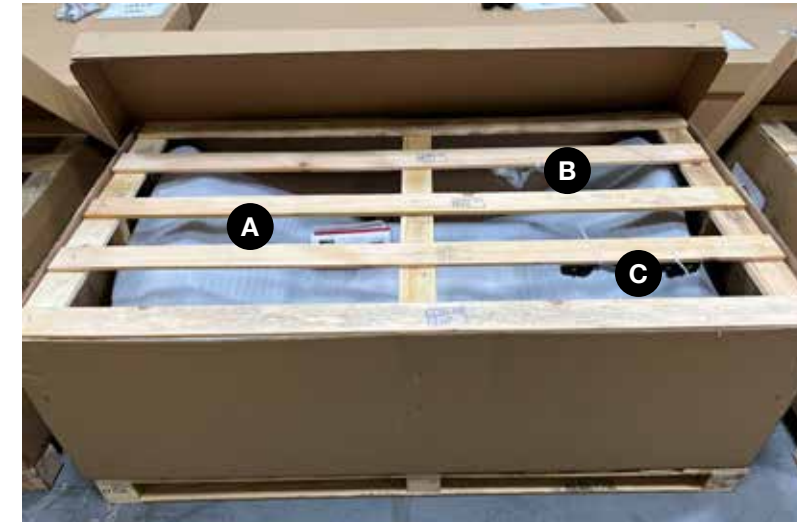
1. **READ** these instructions and warnings; **KEEP** these instructions and warnings; **HEED** all warnings and **FOLLOW** all instructions.
2. **ALWAYS** take care when using hand tools and especially with power tools. Use tool only as intended by manufacturer. Use correct size and type of tool for 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.

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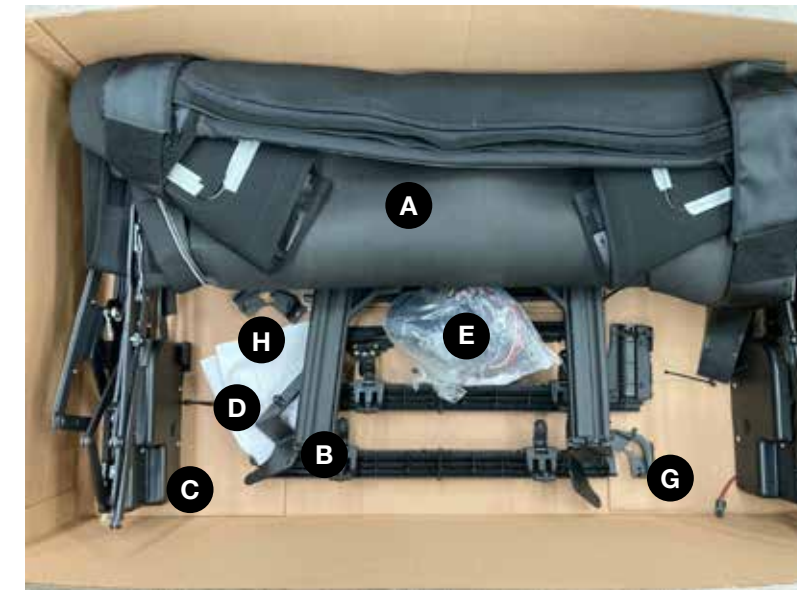
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Section 1 myTop Components



Above image: Components inside the crate

- | | |
|-----------------------------------|-----------------|
| A Customer Welcome Booklet | C Motors |
| B Latches | |

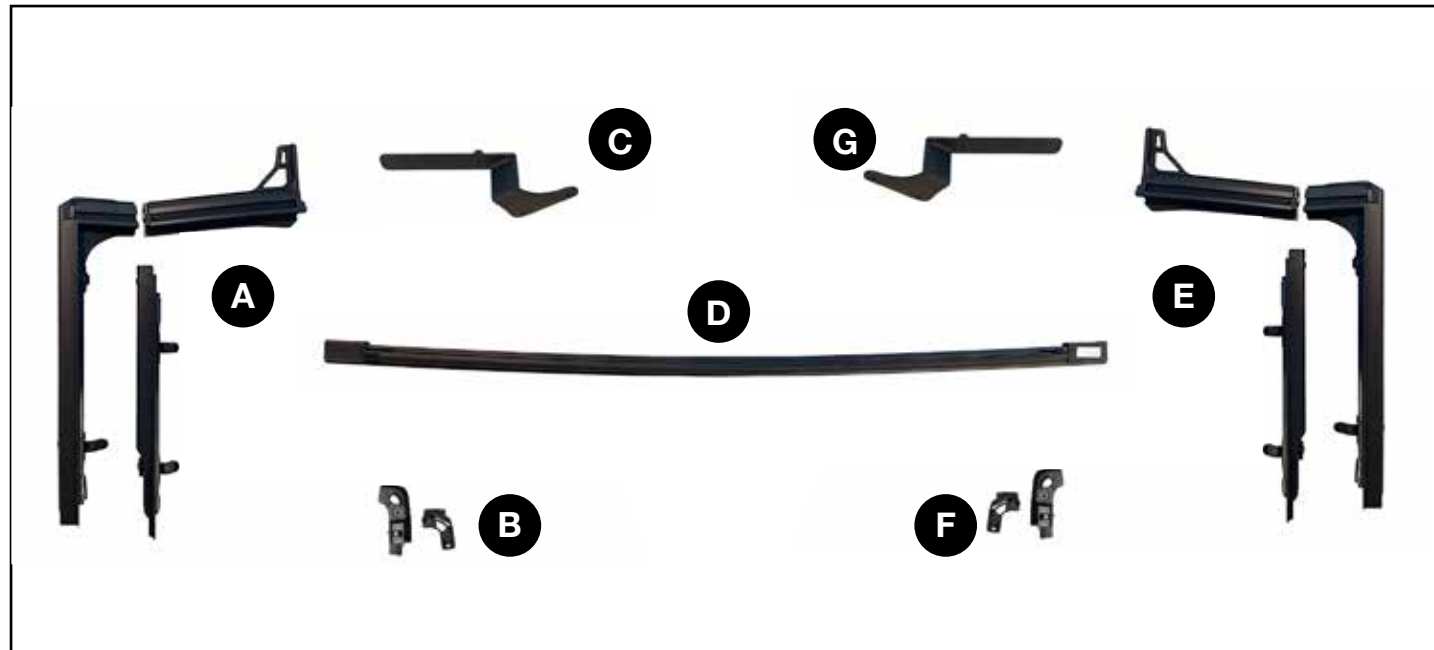


Below image: Components removed from the crate

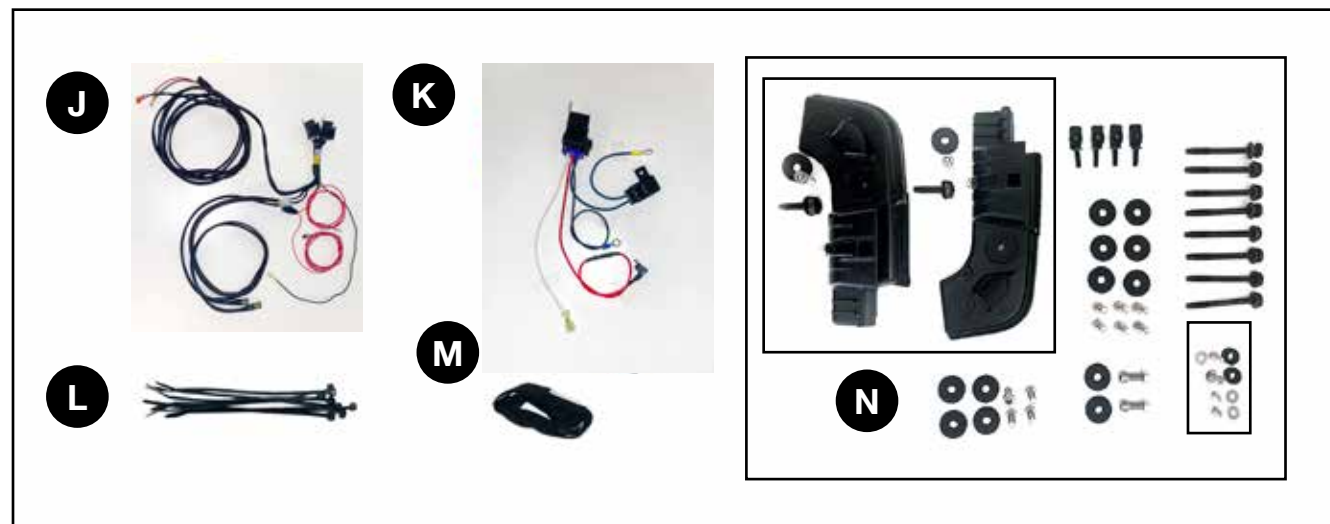
- | | |
|------------------------------|---------------------------------|
| A Linkage / canvas | E Wiring harness/ bolts |
| B Door surrounds | G Corner bracket (right) |
| C Motor cover (right) | H Corner bracket (left) |
| D Corner bracket | |

Section 1

myTop Components



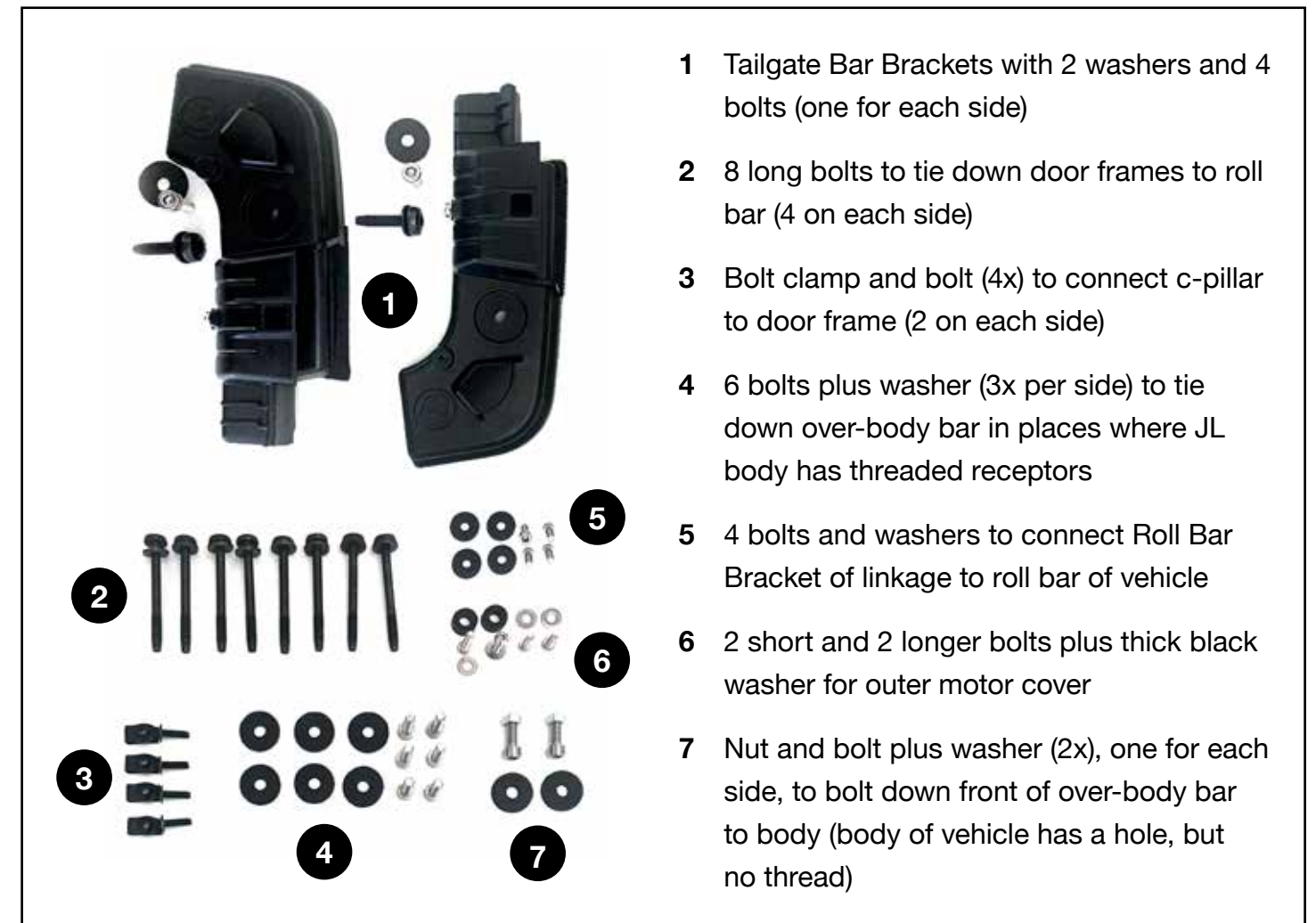
- A** Door Surround Frames (need to install)
- B** Corner Bracket
- C** Roll Bar Bracket, (need to install)
- D** Tailgate Bracket, (need to install)
- E** Door Surround Frames need to install
- F** Corner Bracket
- G** Roll Bar Bracket (need to install)



- I** Main Canvas Assembly and tailgate bar
- J** Main Wiring Harness
- K** Battery Connector
- L** Zip Ties
- M** Velcro
- N** Bolt bag (expanded next page)

Section 1

myTop Components



- 1** Tailgate Bar Brackets with 2 washers and 4 bolts (one for each side)
- 2** 8 long bolts to tie down door frames to roll bar (4 on each side)
- 3** Bolt clamp and bolt (4x) to connect c-pillar to door frame (2 on each side)
- 4** 6 bolts plus washer (3x per side) to tie down over-body bar in places where JL body has threaded receptors
- 5** 4 bolts and washers to connect Roll Bar Bracket of linkage to roll bar of vehicle
- 6** 2 short and 2 longer bolts plus thick black washer for outer motor cover
- 7** Nut and bolt plus washer (2x), one for each side, to bolt down front of over-body bar to body (body of vehicle has a hole, but no thread)

REQUIRED TOOLS

- Ratchet
- Bits for ratchet: Torx bit T40 and T47
- Bits for ratchet: 10mm Hex and 5/32 allen
- Shallow ratchet or wrench: bolt 1/2"
- Panel tool / Pry bar (non-metal)

Section 2 myTop Wiring Harness Installation Engine Compartment

A: Engine Compartment / Electric Harness Attachment

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

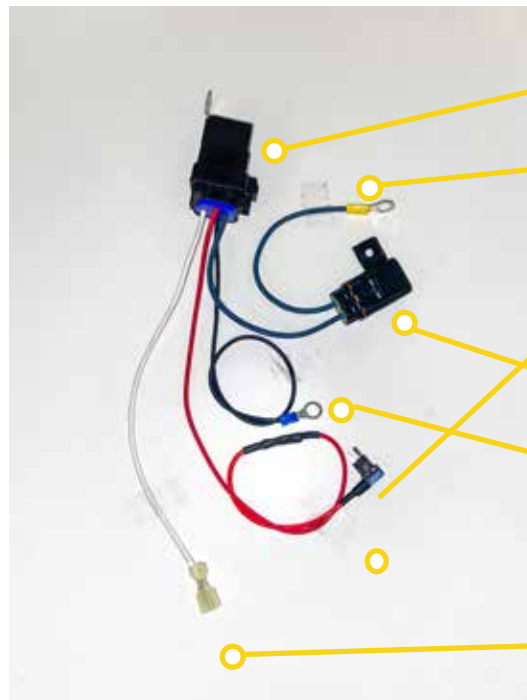


**PRIOR TO FOLLOWING ANY OF THE BELOW
INSTALLATION STEPS, DISCONNECT THE BATTERY**

REQUIRED TOOLS

- Under Hood Relay System
- myTop Wire Harness
- Punch
- Wire Ties

UNDER HOOD WIRING HARNESS



- A** myTop Wire Harness 12 Volt Sealed Relay
- B** Positive (+) Wire with Connector (under hood); Connects to positive battery terminal
- C** 15 Amp Fuse Tap; Attaches inside the vehicle fuse box ("Cigar LTR" fuse or other that is only powered on while ignition is on)
- D** 40 Amp Sealed Fuse Receptacle
- E** Black Negative (-) Wire with Connector; Connects to the vehicle battery
- F** Positive (+) Terminal Connector (under hood); Connects to the main wire harness at Wire #3, below

Section 2 myTop Wiring Harness Installation Engine Compartment



STEP 1

- Open hood and disconnect battery
- Open fuse box and find empty slot
- Insert connector as shown
- Leave extra space to avoid pinching fuse cable when closing the fuse box



CAUTION

STEP 2

- Connect 15 Amp Fuse Tap (C) into open receptacle (Cigar LTR) or other open fuse slot inside fuse box
- **USE CAUTION:** Prevent inserted wire from being pinched or cut. Use wire cutters to carefully notch the side of the fuse box approximately 1/2" deep by 1/4" wide.
- Please make sure the receptacle used is an ignition receptacle, so it is only powered with the ignition on. Otherwise, you will drain your battery.



STEP 3

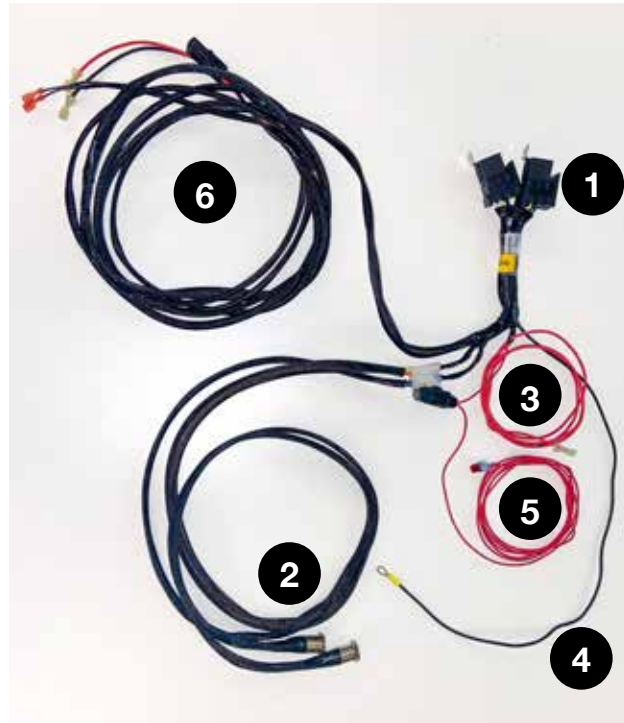
- Secure 40 Amp Sealed Fuse Receptacle (D) to the plastic factory shroud next to the vehicle battery using provided zip ties

STEP 4

- Zip tie the 12 Volt Sealed Relay (A) to the plastic factory battery shroud

Section 2 myTop Wiring Harness Installation Cabin Wiring

B: Cabin Wiring



CABIN WIRING SYSTEM DIAGRAM

- WIRE 1** 12 Volt Motor Relays: attach to the front inside of the driver side behind kick panel
- WIRE 2** “Top Open” and “Top Close” Switch Wire Connectors: attach to the dashboard near steering column
- WIRE 3** Connect to this red wire to the white wire on the the under hood battery harness
- WIRE 4** Interior Ground Wire with Connector
- WIRE 5** Brake Light Connector with In Line Fuse, attaches to the brake light wire, passenger’s side
- WIRE 6** Motor Harness with right and left motor connectors and limit switch connector

Section 2 myTop Wiring Harness Installation Cabin Wiring



STEP 5

Open rocker panels on driver side at front and rear door



STEP 6

Lay the wiring harness from front to back door



STEP 7

- Identify brake light wire just above the rocker panel of the passenger side. It will be a single wire wrapped in factory black fabric tape and has a plastic/ rubberized termination at the end. This wire comes off of the main trunk and is also usually coiled in a loop and electrical taped to the main trunk. We jokingly call this the “shoe lace wire”
- Under the factory tape this wire is green with a white stripe.
- Run the red brake light wire under dash from driver side over to passenger side. While the wire does come with a standard T-connector we **HIGHLY RECOMMEND** using shrink tube and solder for a more reliable connection.

Section 2 myTop Wiring Harness Installation Cabin Wiring



STEP 8

Fasten Interior Ground Wire with Connector (**Wire 4**) to one of two existing ground studs where the clutch pedal would be located (slightly above the plastic “kick plate”)



STEP 9

- Slide driver's seat all the way back and use flashlight to locate factory grommet hole in the firewall (under the dash to the left of the steering wheel column where clutch pedal would be installed on the drivers side of the vehicle)
- The firewall is the vertical metal piece which separates the engine compartment from the passenger compartment
- Pierce through the factory grommet
- NOTE: If your Jeep is manual instead of automatic, the normal grommet is taken by the clutch lever. Locate the second grommet nearby from engine bay and make hole from there into the pedal area inside.



Section 2 myTop Wiring Harness Installation Cabin Wiring



STEP 10

- Run the red power wire through the firewall on driver side into the engine compartment near break pedal (firewall entry through the clutch space)
- If you have a clutch, enter engine compartment through the rubber plug located near the brake booster.

Section 2 myTop Wiring Harness Installation Cabin Wiring

REQUIRED TOOLS

- Step Drill
- Pliers
- Plastic Fiber Stock
- Switch
- Wire Ties
- Marking Pen and Masking Tape
- Tape Measurer



***NOTE:** Until further notice, tops will be delivered without aluminum switch bezels due to a supply shortage from our international sources. We apologize for the inconvenience.

⚠CAUTION

To prevent damage to the button, be sure there is enough space between the button and installation location.

STEP 12

- The recommended switch location for JL Jeep model is in the panel below the steering wheel, low to the right. There are different versions of column structure behind that panel, please open panel and check for most suitable location.
- **NOTE:** 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 of other accessories



Section 2 myTop Wiring Harness Installation Cabin Wiring



STEP 13

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

STEP 14

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

⚠CAUTION

STEP 15

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



STEP 16

- Insert open/close buttons
- Attach the retaining nuts to each switch
- Ensure both switches are properly aligned and tightened
- Be sure to properly plug in button wire connectors to main body harness

Section 2 myTop Wiring Harness Installation Cabin Wiring



⚠ CAUTION

STEP 17

- ???



STEP 18

- Route “Top Up” and “Top Down” Switch Wire Connectors up and under dashboard (make sure wires will not interfere with brake pedal)
- Tuck connectors under carpeting
- Reconnect the harness assembly
- Ensure wires are secure with provided zip ties
- Attach (**Wire 3**) of the Jeep Tub Harness to provide power to the switches
- **NOTE:** Once powered, switches will have a blue illuminated ring

⚠ CAUTION

STEP 19

- Guide wiring harness under rocker panels and carpet to motor mounts on driver side
- Guide longer piece of harness under carpet (either under seats or better under carpet in the tailgate area) over to motor plate on passenger side

Section 3 Velcro Installation



- **NOTE:** Please ensure that you attach Velcro BEFORE placing the linkage on the body
- There are two pieces of Velcro to use on the sides of the vehicle body
- Velcro is inserted under the lip towards the rear of the vehicle and around the corner (see top two photos)
- Use a plastic prying tool to make sure the adhesive of the Velcro sticks nicely and snug underneath both lips of the side body

⚠ CAUTION

Please make sure to clean area on surface and under lip of tub to prepare surface for Velcro



Section 4

Corners / Door Surround



STEP 20

- Secure rear corner bow strap bracket to chassis
- **NOTE:** each corner is made up of two pieces that are stacked and then bolted on.
- Attach rear bow straps to corners at this time as well



STEP 21

- Begin by installing the front door surround
- Build rear door surround (2 pieces)
- Install rear door surround
- Remove long black bolts from bolt bag (included in canvas box)
- Bolt the door surround frames from back to front
- **NOTE: Be sure that protrusion on door surround fall into factory holes on top of roll cage. Do not over tighten bolts.**



Section 5

Linkage Installation



Before lifting the top on to the vehicle STOP!
This step should only be done after the velcro has been installed.

- Team lift the top and place the tub of the Jeep
- When lifting the top be sure to lift from under the overbody bar (the base of the top)



Section 5

Linkage Installation



(Hand Tight at this time)



⚠ CAUTION

STEP 23

- **STOP! IF THE LINKAGES ARE NOT SQUARELY BOLTED DOWN TIGHT A COLLISION WILL OCCUR WHEN OPENING THE TOP AND MAY RESULT IN DAMAGE.**
- When bolting on the linkages begin with the rear bolt hand tight.
- The bracket pictured left ties the linkage assembly to the roll bar in rear of vehicle beneath the roll bar trim piece
- The bottom bolt goes through the linkage assembly and into the bracket
- Tighten all three of these bolts at this time.

STEP 24

- Attach wiring harness to connectors to BOTH of the motors and the limit switch.
- Be sure to unwrap bow straps and rear section of canvas to prevent damage
- Start the engine, press and hold the brake pedal and press and hold until open switch operate the top half way up
- This will allow you to reach the middle bolt to hand tighten.

Section 5

Linkage Installation

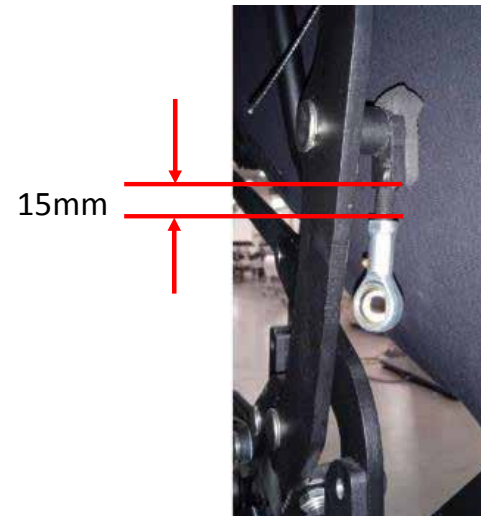


STEP 25

- **STOP! IF THE LINKAGES ARE NOT SQUARELY BOLTED DOWN TIGHT A COLLISION WILL OCCUR WHEN OPENING THE TOP AND MAY RESULT IN DAMAGE.**
- Check for squareness at the front mounting hole, the oval shaped hole in the body should line up with the front opening of the linkage. In addition measure the front overhang from the inside of the body to overhanging linkage. **The Proper distance is 12mm** when tightening these bolts be sure that the oval shaped hole and linkage are lined up as shown on the left!
- After these bolts are securely tightened the bolt/washer through the front "U" shaped hole and the body securing it from underneath with a washer/nut can be added as shown to the left linkage assembly and into the bracket
- Tighten all three of these bolts at this time.

Section 5

Linkage Installation

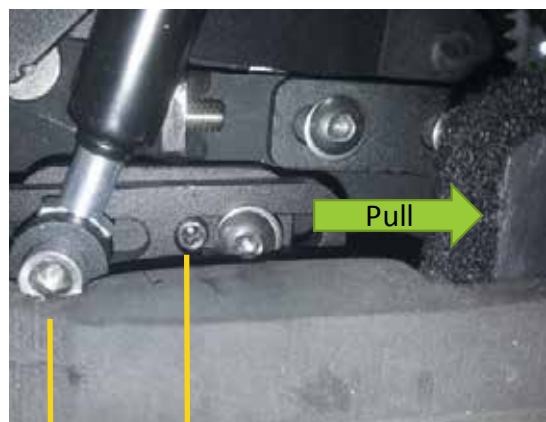


- The MyTop is pre-set from the factory however due to the shipping and the transportation process it is necessary for the following settings to be checked.
- There should be 15mm of threading shown between the weld and the heim joint



12mm +/- .5mm

- the linkage should be 12mm plus or minus .5mm forward of the over body plate (plate that is directly bolted to the body)



Stopper bolt

Rear bolt that holds damper (Never tighten!)

⚠ CAUTION

- The “L arm” connection should be pulled forward against the stopper bolt and the bolt forward of it must be fully tightend.
- Do not tighten the rear bolt because it will inhibit the damper from rotating with the top while opening and closing.

tbd



⚠ CAUTION

**DO NOT FULLY CLOSE TOP UNTIL STEP X
PAGE X OR DAMAGE MAY OCCUR**

Section 6

Canvas Installation



STEP 26

While the top is in this same position fold the side windows to rear, so sides of linkage are visible. This is also the best time to remove the inner window protective coverings.



STEP 27

USING SCISSORS CUT, DO NOT TEAR OUT, THE SEAM CAN BE DAMAGED

Remove the inside window protection. The Fastback models only have one window per side while the Squareback model have 2 windows on each side. Remove **ONLY THE FRONT** window protection. The rear side window protection are not precut and are to remain permanently covered. Removing these rear window covers will void canvas warranty.

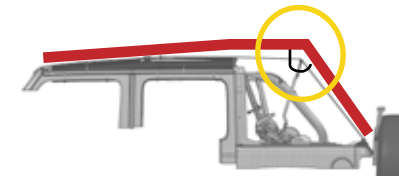
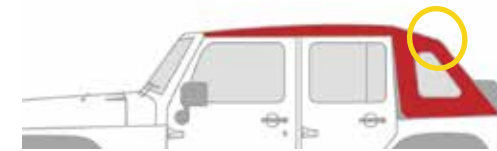


STEP 28

Attach the bow straps to the rear corners from the outside to the inside velcroing them to themselves as loose as possible. They can later be tightened up if necessary but velcroing them tight to start with will cause installation problems and is not recommended.

Section 6

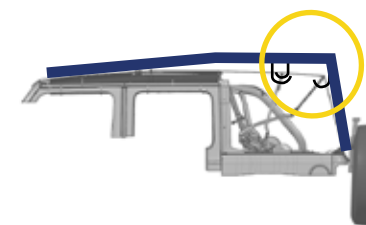
Canvas Installation



Before operating top it is necessary to set the rear most bow in both the Fast back and the square back into its proper location.

THE FASTBACK:

With the headliner unzipped the bow needs to go into the back upper corner. To accomplish this utilize the double sided velcro flap that is sewn into the canvas. The flap should go forward along the roof line and then come down to wrap around the rear bow tube towards the back. The goal is that when the top is closed and latched the bow tube will sit at the seam where the roof changed from horizontal to diagonal. Failure to place the bow in this position will result in damage to the canvas.



THE SQUAREBACK:

With the headliner unzipped the bow needs to go into the back upper corner. To accomplish this utilize the double sided velcro flap that is sewn into the canvas. the flap should go down along the rear window and then come forward to wrap around the rear bow tube towards the roof. The goal is that when the top is closed and latched the bow tube will sit at the seam where the roof changed from horizontal to diagonal. Failure to place the bow in this position will result in damage to the canvas.

The sides of this bow tube must also be secured between the two side windows with the side velcro flaps.

There is an additional bow forward of the rear bow that must also be placed in a velcro keeper that extends across the roof.

Section 6

Canvas Installation



STEP 29

Move the top more open (favoring the rear) and begin attaching the canvas to the lower portion of the L arm with the Velcro and then moving upwards bolting the canvas to the L arms. By opening few degrees back to the open position you will gain enough slack to bolt the vertical sections on. Take care to keep the canvas as flat as possible when bolting to the L arm. Be sure to bolt on the elastic tab at the top of the L arm as well.



STEP 30

While still in 90 degree position, tie down rear bolts (two on each side) to tailgate by attaching corner of canvas to rear corner bracket

- Push lower part of canvas (with its sewn in Velcro strip underneath) under metal lip of vehicle side body
- First, push by hand and then use soft end of a tool (like the end shaft of a hammer for example) to insert plastic strip all the way under the lip
- Listen for scratchy Velcro noise as it slips in



STEP 31

- Close the top (for the first time) and hook the latches, do not fully latch at this time.
- Inspect rear tube position for fastback or squareback, make sure the rear tube lands at the seam evenly across the back of the vehicle. If adjustment is necessary, open top to 90 degrees and reset rear tube/ velcor flap across back to reach proper fitment and re check (page 21)



Section 6

Canvas Installation



STEP 32

- Take off the outside protective cover from side windows.
- **NOTE:** The outside is plastic shrink wrap, but the inside is still sewn in from the sewing process. Use scissors to cut cords. Be careful not to damage seams or windows!
- **SQUARE BACK INSIDE WINDOW COVER:** Both windows are covered from the inside. The cover of the “front” rear side window will detach as described above. The cover of the “back” rear side window stays in the vehicle. This is a blind window (visible from outside, blind on inside).



STEP 33

- Rear window is inserted with keder sewn into fabric of rear window into keder slot on tailgate cross bar
- Slide keder into bar, then attach zippers from window to canvas
- Push bar into tailgate brackets to secure

Limit Switches

The limit switches stop the motor's operation for the open and closed position. Adjust the limit switches so the top opens all the way to the lowest position. Warning: the switch is sensitive so even a small touch of the switch will cut the power and stop movement. As for the closing limit switch, install that in a way that the top stops short of the window frame, so it does not slam down. Tension in the overall system will assist with this. You want the motor to stop 5 inches or so above the windshield so you can gently pull the top down and latch it.

In order for the linkage to go as low as possible and really into an unfavorable (but pretty) kinematic position, we are using 650N Stabilus dampers to lift the top out of the open position.

Latching & Sealing Top

The canvas is very tight on the first install and operation. You will need some force to pull it down. When latched, let it sit for a while to stretch the fabric out (ideally a day, maybe outside in the sun). After, you may find that the latches are too easy to latch and unlatch. If the latches simply fall down with the touch of one finger, then you need to adjust the latch position (up for making the lever stronger) to get a firm latch. This will pull the front header of the canvas further into the windshield seal and will prevent leakage. Small changes have a significant effect. If the top is still not sealed enough, then you may want to consider moving the entire assembly forward (or backward if too far up front). Make sure to check the latch position again after any changes.

See photos. When latched down, the front seal on top of the windshield should look like this. In contrast to the OE tops, our top only bridges the first seal and channel, touching the second front seal. If you have a gap here or you are crushing the front seal, then the entire top needs to be moved forward or backward. This is best done by adjusting the stopper bolt (see upcoming section on stopper bolts). If that does not correct it, then loosen the main bolts of the main assembly to the over body bar and move the entire assembly. This needs to be done when the top is open. Once you



have the front sealed properly and you had adjusted the main bolts of the main assembly, make sure that the stopper bolt is touching the linkage when closed and latched.

Stop Bolt Measurements

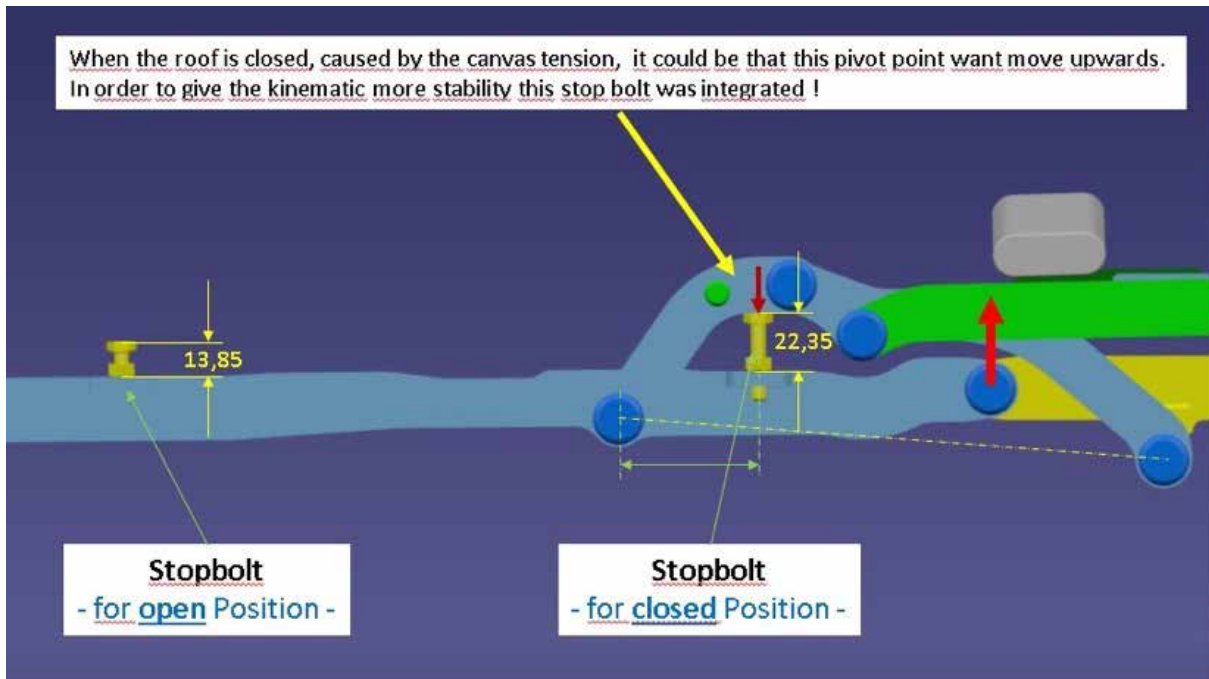
The MAIN ASSEMBLY is pictured below.

The following is the setting of the linkage with the help of stopper bolts. The function of the stopper bolt is to provide a hard stop in opening or closing positions of the top. Stopper bolts play an important kinematic role and are vital to the setting of the top.

Both stopper bolts 1 & 2 are for the closing position. Bolt 1 (blue circle) prevents an over stretch of one of the main arms and bolt 2 (red circle) determines the lay forward of the front header to the windshield frame. (together with the overall positioning of the main assembly on the over-body bar).



STOP BOLT 1: MEASUREMENT



STOP BOLT 2: MEASUREMENT

