Step 2 Document # 139.23.604.59P

Core Door Weather Seal Installation

Extra protection from water intrusion

Bestop Foam Kit Part # 604.59

Step 2 of 2

CORE DOOR MANIA

BESTOP

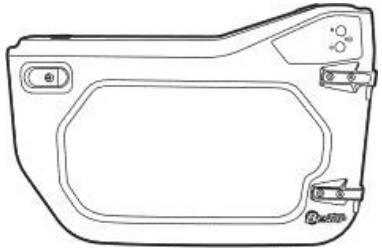
Here are the Bestop videos to help pair with these documents

Step 1 : Fitment Adjustments - https://youtu.be/p9yh6TbDYDM

Step 2 : Gasket Improvements - https://youtu.be/Ur7z-yBRSjc

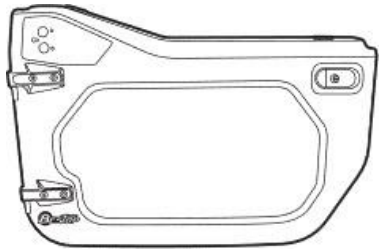
Additional waterproofing measures for exceptionally wet climates

If you live in a very wet region or are not satisfied with the weather seals that come with the door, these are steps you can take to make the doors more weather resistant.



MATERIALS NEEDED

- Isopropyl Alcohol
- Bestop seal kit
- Scissors or box knife and cutting board
- Cutout template



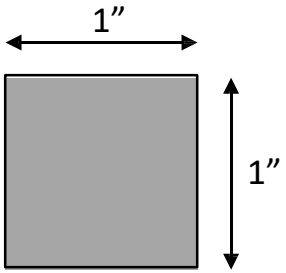
Bestop Seal Kit Parts Provided

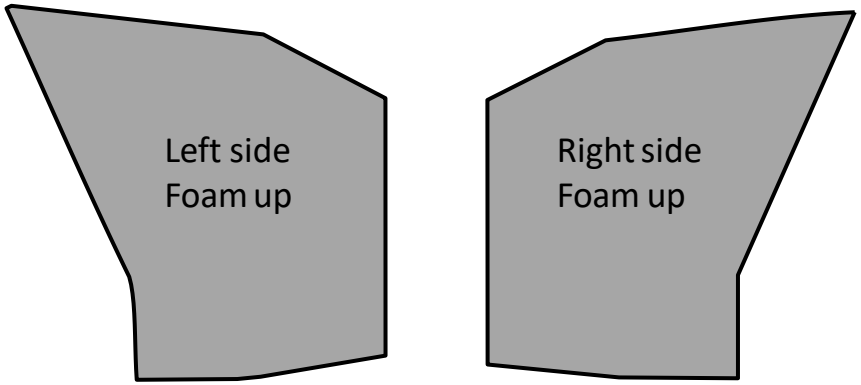
- 488.29P (qty 6)
- 1”x 7”x 0.25” foam
- 3/8” x 1/2” roll of foam (qty 4)

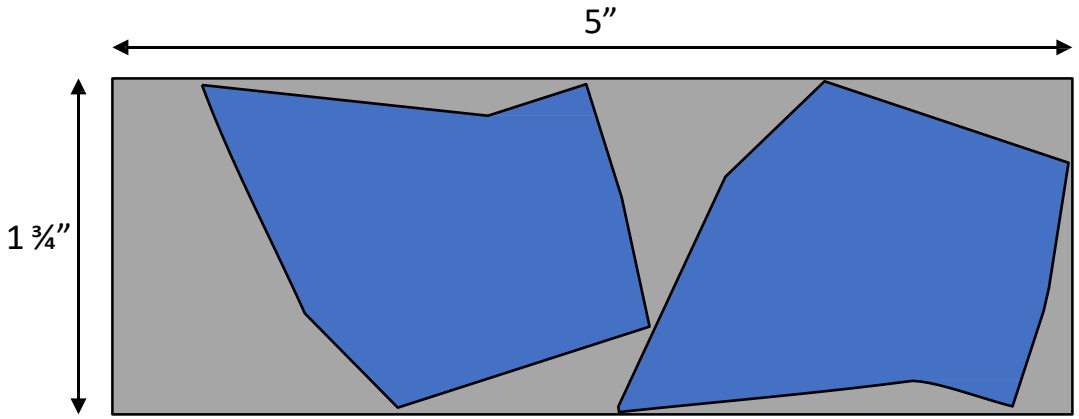
Cut out Template

Print this slide and use the template to cut out the two shapes needed for the seals. Carefully line up the templates and then cut them out of the **(PN 720153)** 5” strip of foam provided.

Do not scale to page. Verify that one-inch reference square is one inch when printed before using template.







This is how the templates should be placed on the foam strip to fit both shapes.

Cut the foam tape to size

Measure out two 34” pieces of foam tape (PN 720146), and two 29” pieces (PN 720146), the longer ones will be used on the front uppers and the shorter ones will be used in the rear.

With both long pieces, starting about 8” from an end, taper down from one side until the it’s about 1/3 of its original width.

The two strips need to be mirror images of each other.

This foam tape will be used to help seal the connection between the upper and lower door halves. After the pieces are trimmed to the correct shape, they will go in this channel between the rubber seal and the fabric. **Clean this channel isopropyl alcohol and dry before moving forward.**

Test fit the long strips. Do not expose adhesive yet.

Line up the tapered end of the foam with the very edge of the plastic at the *front* of the passenger door. Foam is shown in channel and the edge of the foam is marked with the red dotted line. (To get this picture the rubber gasket was moved out of the way, **DO NOT ATTEMPT TO REMOVE GASKET**)

The straight edge of the foam strip should be alongside the outermost edge of the upper and the tapered edge should be along the rubber.

Install the front strips

Starting at the tapered edge, slowly work the foam into the channel. Gently make room for it to sink all the way in. It should lie flat without riding up on the sides. Work your way toward the back until it's fully seated.

After ensuring that it fits, gently pull the foam out of the channel and, prepare to remove the backing and expose the adhesive.

The method we found to work best is to remove about 6 inches of the backing at the front and get the leading edge started. After the leading edge is started you can work bit by bit, exposing adhesive as you progress.

Trim excess foam flush with the edge of the plastic.

Repeat this process with the driver's door.

Test fit the foam on the rear doors

There is no taper needed for the rear doors, and the foam strips are not side specific. Simply start at the front of the door and work the foam in as you did with the front two doors. After test fitting, you can proceed to remove the backing and install.

Trim excess foam flush with the edge of the plastic.

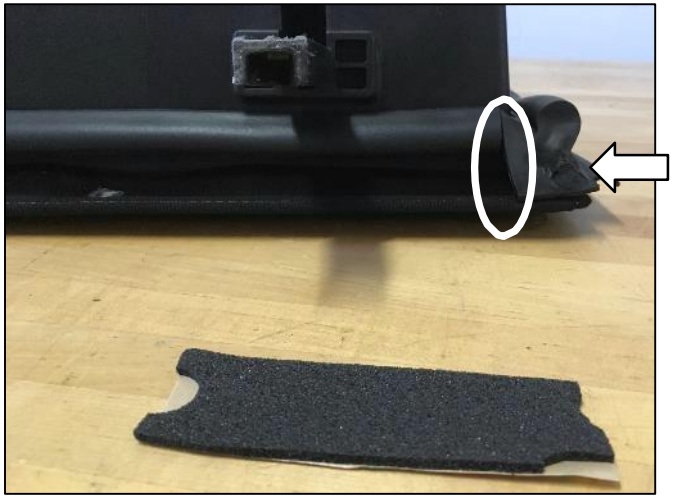
These foam strips provide support and ensure that the rubber gasket does not collapse when the uppers are installed.

Clean the gasket

Using isopropyl alcohol, clean the Mopar rubber gasket along the bottom of each upper, this will remove any oils from the manufacturing process.

Remove the paper backing from the long flat foam pieces and place one in each corner, with the curved section facing the center. The outer edge of the foam should be flush with the edge of the gasket.

Do this on all four uppers, in both corners.



When placing the foam, make sure the two gasket pieces on the upper are touching. There should not be a gap between them. **Do this on both sides**.

Wrap the foam around the gasket and press down to ensure good adhesion.

Next, prepare the top corners of the front two uppers

Along the top edge, closest to the front of the car, clean the Mopar gasket with isopropyl alcohol.

Remove the paper backing and place one of the long thin strips on the gasket, flush with the cut in the top corner. This will give the seal more resistance and prevent it from folding over when the door is closed.

This is only necessary on the front uppers.

This is a view of the top corner of the upper on the passenger side. The foam should line up with the leading edge of the cut in the gasket.

Sometimes water leaks through the mirror seal

The existing gasket can be strengthened to prevent water intrusion.

Simply remove the mirror and take two of the long foam strips and install them along the top of the old mirror seal, creating a semicircle.

This horseshoe shape will allow water to runoff.

8 ft/lbs

TORQUE

10 N/m

The next few steps will involve moving the edge seal

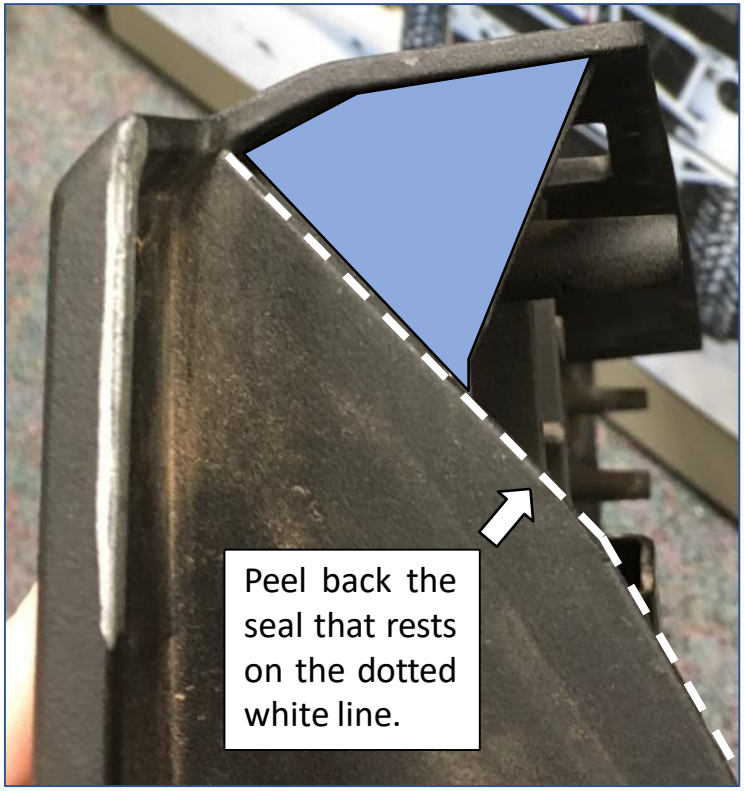
The ridge that the edge seal is attached to will be referred to as a *casting rib,* and in the next few steps it will be moved from its current location, indicated with the solid white line, to the adjacent casting rib, marked with the white dotted line.

It is not necessary to remove the trim panel for these modifications.

Move on to the front Core Doors

On the top corner of the Core Doors, closest to the hinge, peel back the rubber edge seal about five inches. (*the metal part this rubber clamps onto will be referred to as a casting rib*)

Clean the shaded blue area with isopropyl alcohol.

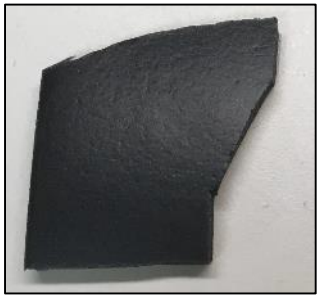


This is a view of the passenger door, looking head on from the hinge side.

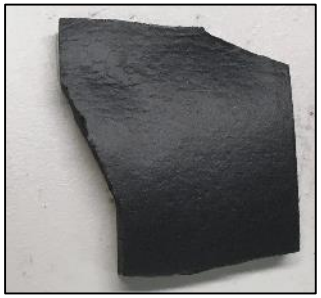
Your kit will come with two pre-cut foam pieces, one for the passenger, and one for the driver door.

Take one and test fit it into the gap that was cleaned in the last step.

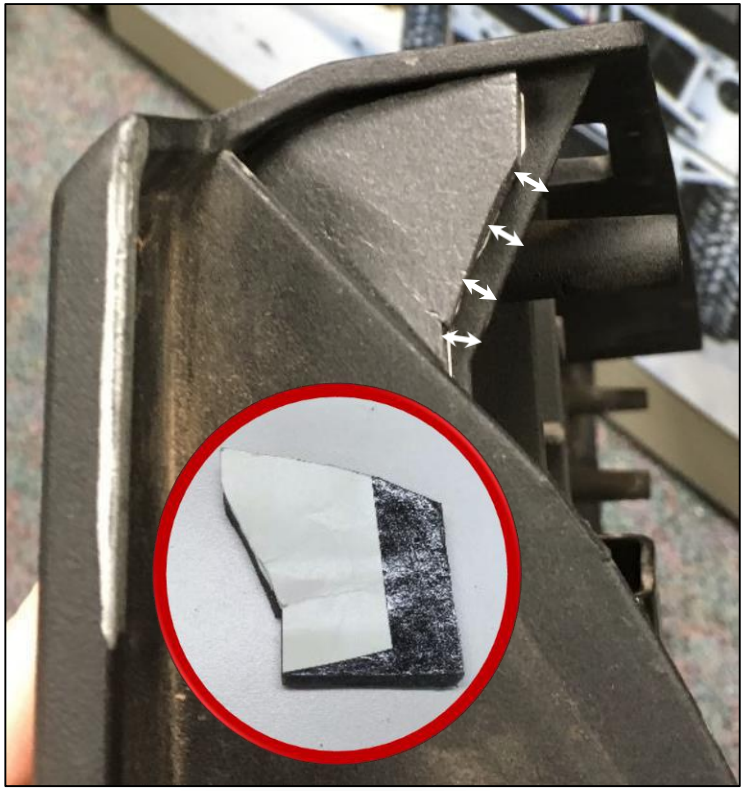
When you are ready, remove some of the paper backing and get the foam seated as fully into that pocket as you can, once it's started you can remove the rest of the backing and fully adhere it.



Passenger side



Driver side



This is where the paper backing should be removed from to help fully seat the foam.

When the foam is fully tucked into the gap, there should be about a quarter inch of space between the foam and the lip of the casting rib.

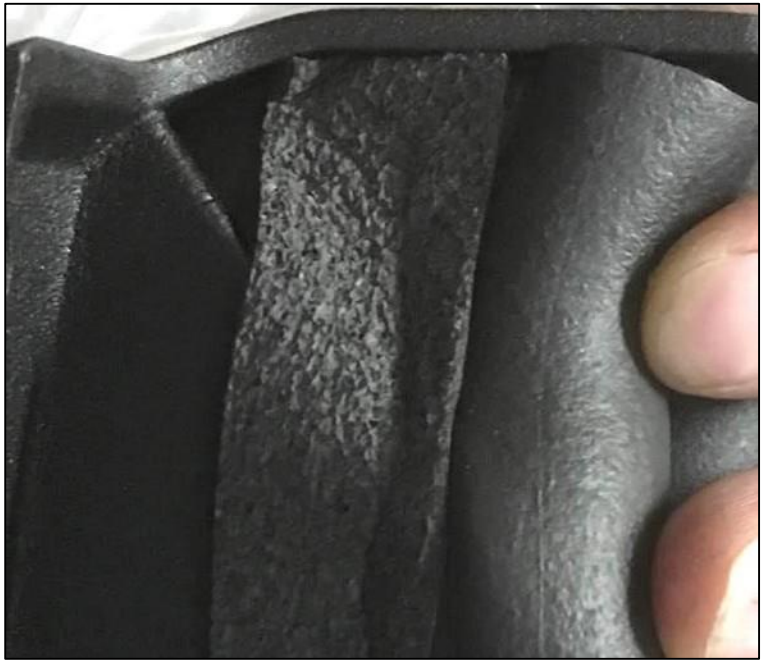
Take the edge seal and give it firm pinch along where it grips the casting rib. It has small metal clips embedded in the rubber, and pinching them ensures they can grip onto the door firmly.

Reinstall the edge seal, but this time on the other casting rib. (Refer back to slide 11)

The edge seal should contact the foam filler that was installed.

In the next step, two flat foam strips from the 488.29P kit will be used to complete this seal. They will overlap each other to keep the water out better.

Start by taking one of them and have the very edge overlap the rubber edge seal.



The foam needs to go all the way to the top lip of the door.

Place the second strip of flat foam, having it overlap the first.

Finally, trim excess foam until the tops tuck in just below the upper lip of the door.

Combined, these small changes should drastically improve water runoff and cut down on leaks into the cabin.