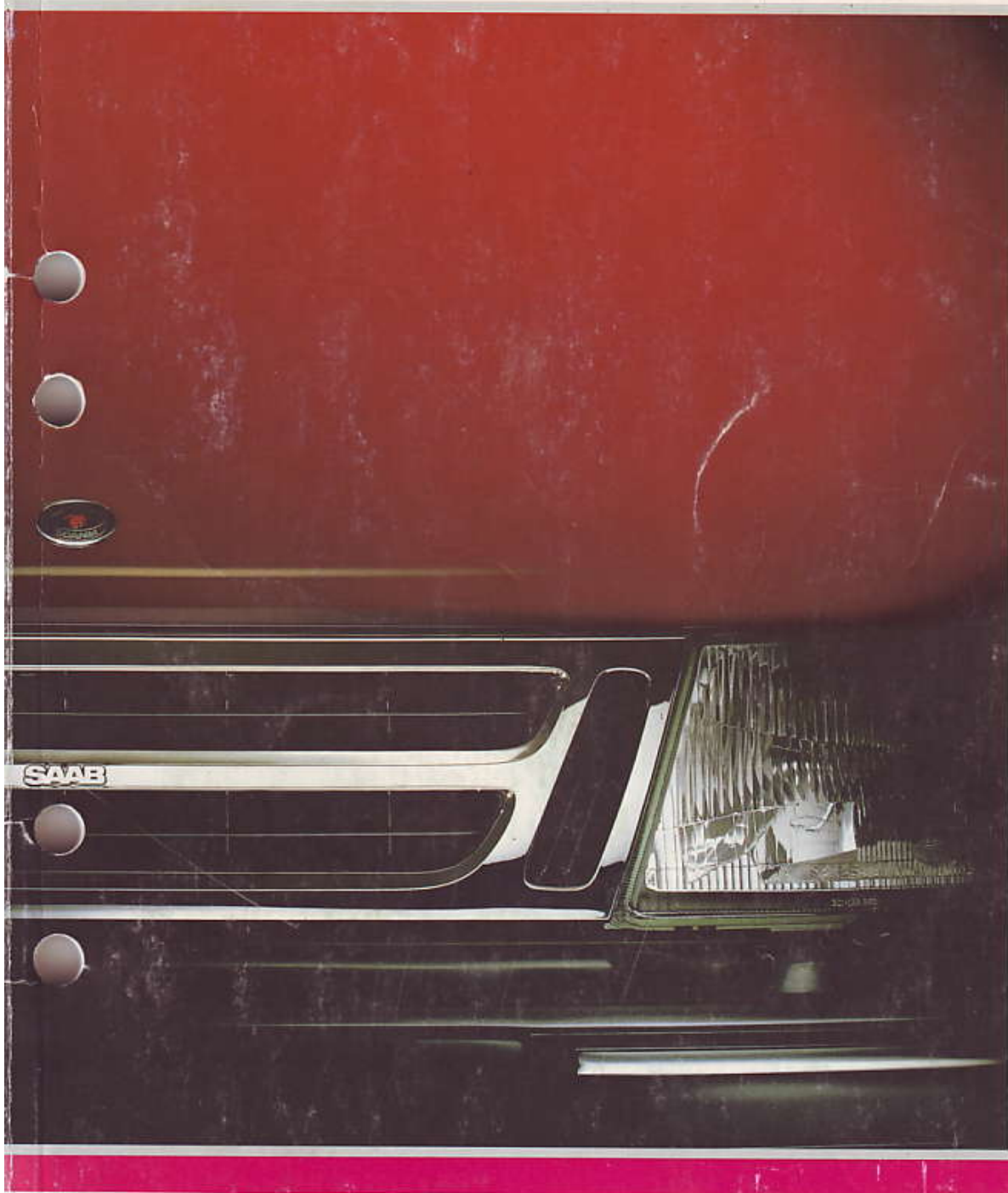


Saab 900

SERVICE MANUAL



SAAB

8:5 Convertible

M 1986 - 1990 -

Saab 900

SERVICE MANUAL

8:5 Convertible

M 1986 - 1991 -

Preface

This section of the Manual deals with systems and components fitted only to the 900 Convertible.

Other systems and components are dealt with elsewhere, in the relevant sections of the Service Manual.

The information contained herein is not binding and we reserve the right to make changes to the product or specifications without prior notice.

Saab Automobile AB

028	Technical data
108	Special tools
800	Technical description
810	Body shell
812	Top assembly
830	Spoiler assembly
843	Window glass
844	Weatherstrips and seals
851	Interior trim
852	Rear seat
899	Alphabetical section guide

Units

The basic and derived units used throughout the Service Manual are in accordance with the SI system.

For users not familiar with the SI units, some non-Continental units are given in brackets after the respective SI unit.

The following symbols and abbreviations are used:

SI unit

mm
kg
N
Nm
bar
l (liter)
°C

Equivalent unit and symbol

inch (in)
pound (lb)
pound-force (lbf)
pound-force foot (lbf ft)
pound-force per square inch (lbf/in²)
(Also abbreviated: psi)
US liquid quart (liq qt)
(Also abbreviated: qts)
US gallon (USgal)
°F

Conversion factors

1 in = 25.4 mm	1 kg = 2.20 lb
1 lb = 0.45 kg	1 N = 0.23 lbf
1 lbf = 4.45 N	1 Nm = 0.74 lbf ft
1 lbf ft = 1.36 Nm	1 bar = 14.5 lbf/in ²
1 psi = 0.07 bar	1 l = 1.05 liq qt
1 US liq qt = 0.83 UKqt	1 USgal = 0.83 UKgal
°F = °C x 9/5 + 32	°C = (°F - 32) x 5/9
1 mm = 0.039 in	

Market codes

The codes refer to market specifications

AT	Austria	GB	Great Britain
AU	Australia	GR	Greece
BE	Belgium	IS	Iceland
CA	Canada	IT	Italy
CH	Switzerland	JP	Japan
DE	Germany	ME	Middle East
DK	Denmark	NL	Netherlands
ES	Spain	NO	Norway
EU	Europe	SE	Sweden
FE	Far East	US	USA
FI	Finland	UC	US California
FR	France		

Technical data

Hydraulics for convertible top

Hydraulic fluid	Part no. (45) 30 18 694
Working pressure of pump bar (psi)	min. 25 (365)
Tightening torque: hose fittings Nm (lbf ft)	5.1-6.2 (3.8 - 4.5)

Top cover fabric

Manufacturer	
Chassis no. H7008199 & earlier	Cambria
Chassis no. H7008200 onwards	Happich
Recommended cleaning agents	Soap and water. For stubborn stains or dirt use Sikkens Reducer M600 as per the manufacturer's directions

Staples

Staples for one fabric layer mm (in)	9.5 (0.38) part no. 69 35 712
Staples for two or more fabric layers mm (in)	12.7 (0.50) part no. 69 34 285

Adhesives

Top fabric	3M Super Weatherstrip Adhesive, part no. (45) 30 08 075
Weatherstrips & seals	3M Super Weatherstrip Adhesive, part no. (45) 30 08 075
	Contact adhesive (Loctite Blackmax 380, Loctite Superglue or equivalent)
Window glass	Betaseal adhesive kit, part no. (45) 30 07 119 Refill, part no. (45) 30 16 045

Sealant Top fabric and seals

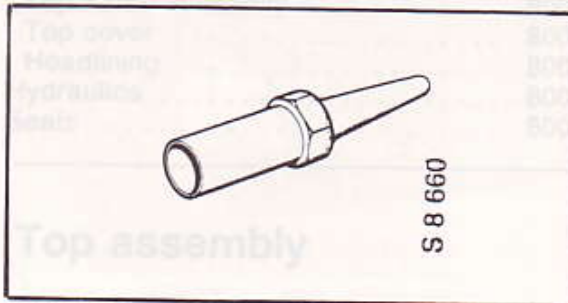
Sealant Top fabric and seals

Sikaflex 255, part no. (45) 30 07 127

Recommended tyre pressures (cold tyres)

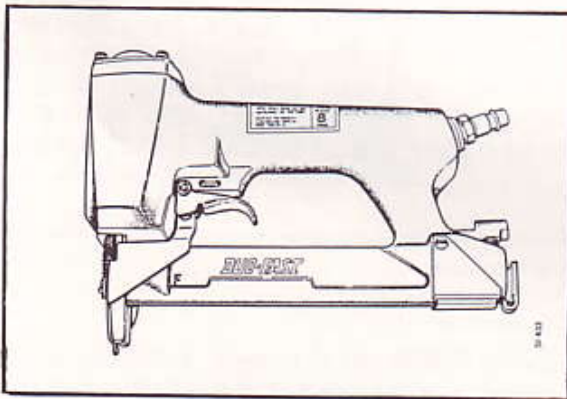
Tyre size	No. of occupants	Cruising speed, km/h	Front bar psi	Rear bar psi
185/65 R15 87T5	1-2	0-190	2.0 (29)	2.1 (30)
	3-4		2.2 (32)	2.3 (33)
185/65 R15 87H	1-2	0-190	2.0 (29)	2.1 (30)
	3-4		2.4 (35)	2.5 (36)
195/60 R15 86/87H	1-2	0-210	2.1 (30)	2.2 (32)
	3-4		2.4 (35)	2.5 (36)
195/60 VR15	1-2	0-210	2.1 (30)	2.3 (33)
	1-2	> 210	2.4 (35)	2.5 (36)
	3-4		2.4 (35)	2.5 (36)

Special tools



82 92 492 Spacer for fitting of top assembly (Chassis no. J7004737 & earlier) (2 required)

82 92 799 Spacer for fitting of top assembly (Chassis no. J7004738 onwards) (2 required)

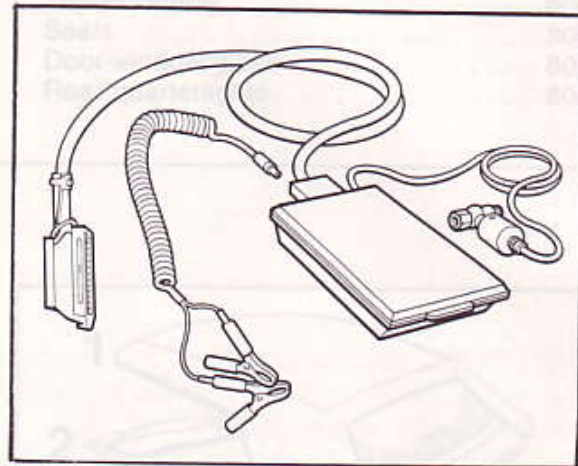


78 74 803 Duo-Fast Medium B1-5324 staple gun

69 34 285 Staples, long

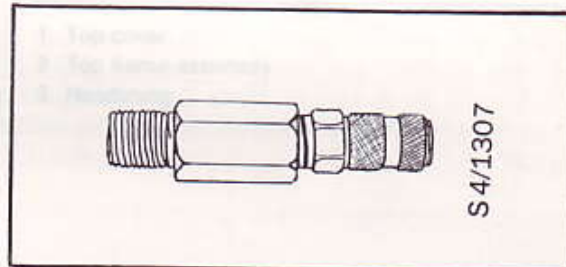
69 35 712 Staples, short

78 74 662 Double-sided adhesive tape

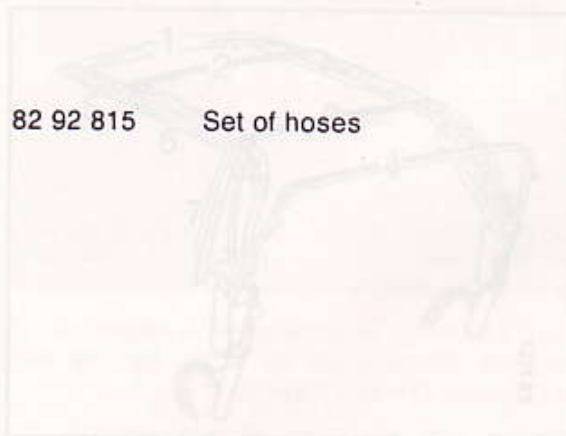


89 96 514 ABS-system tester for measuring hydraulic pressure

89 96 522 Pressure sensor (included with ABS-system tester)



87 91 105 Pressure-sensor adaptor



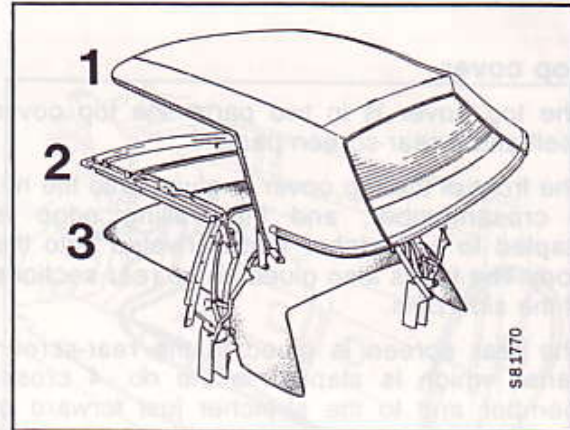
82 92 815 Set of hoses

Technical description

Top assembly	800-1	Adjustments	800-4
Top frame assembly	800-1	Top assembly	800-4
Top cover	800-2	Seals	800-7
Headlining	800-3	Door-window glass	800-8
Hydraulics	800-3	Rear quarterlights	800-9
Seals	800-4		

Top assembly

The top assembly consists of a top frame assembly, a top cover and an inner headlining. The top is operated by an electrically controlled hydraulic system.



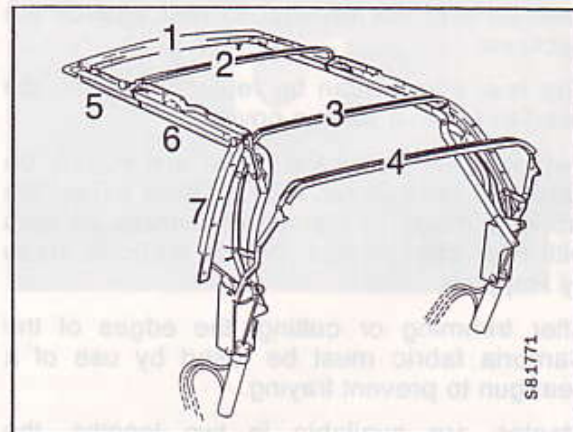
- 1 Top cover
- 2 Top frame assembly
- 3 Headlining

Top frame assembly

The top frame consists of two side rails, each of which comprises three sections: a front, a middle and a rear section.

The sections are held together by hinges, which allow the side rails to fold as the top is lowered.

Four crossmembers, sometimes known as bows, run between the side rails and are each identified by a number, no. 1 being the crossmember at the front of the frame.



- 1 No. 1 crossmember
- 2 No. 2 crossmember
- 3 No. 3 crossmember
- 4 No. 4 crossmember
- 5 Front section of side rail
- 6 Middle section of side rail
- 7 Rear section of side rail

When the top is up, it is locked to the wind-screen frame by means of a latching mechanism on either side, attached to the no. 1 crossmember.

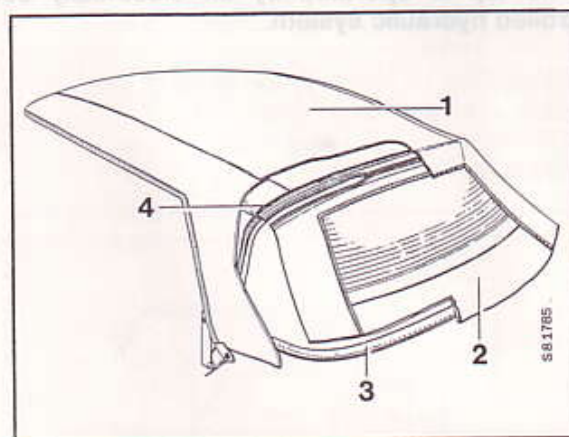


Top cover

The top cover is in two parts: the top cover itself and a rear-screen panel.

The front of the top cover is glued onto the no. 1 crossmember, and the trailing edge is stapled to a stretcher that is riveted onto the body. The top is also glued to the rear sections of the side rails.

The rear screen is glued to the rear-screen panel, which is stapled to the no. 4 crossmember and to the stretcher just forward of the luggage-compartment lid. The top section of the rear-screen panel, between the top of the rear screen and the no. 4 crossmember, is fastened by a zip, to allow the rear screen to be lowered for increased ventilation inside the car.



- 1 Top cover
- 2 Rear-screen panel
- 3 Stretcher
- 4 Zip fastener

When unzipped, the rear screen must be fully lowered and not allowed to rest against the backrest.

The rear screen can be replaced without the need to remove the top cover.

Two variants of the top cover are in use: on cars with chassis no. H7008199 or earlier the fabric is made by Cambria, whereas on cars with later chassis nos. the top fabric is made by Happich.

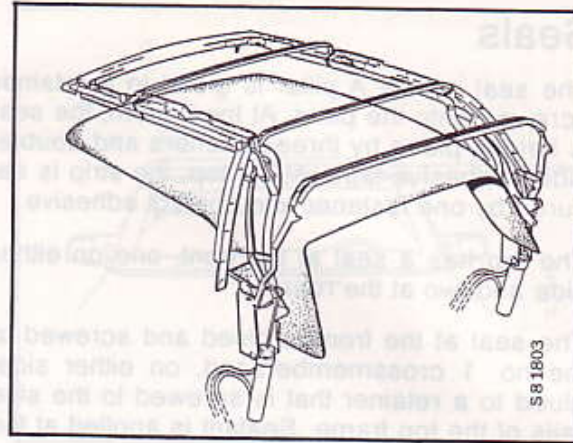
After trimming or cutting, the edges of the Cambria fabric must be fused by use of a heat gun to prevent fraying.

Staples are available in two lengths, the longer ones being used when two or more layers of fabric need to be stapled.



Headlining

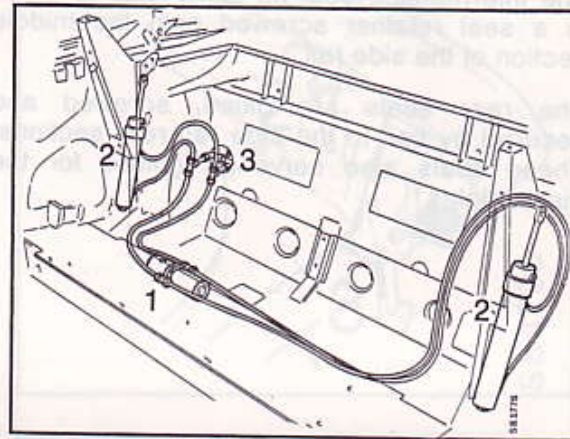
The headlining is secured to the undersides of the four crossmembers. On the no. 1 and no. 4 crossmembers it is held in place by both double-sided adhesive tape and screws, and on the no. 2 and no. 3 crossmembers by means of plastic retainer strips. The back of the headlining is secured by press studs and Velcro fasteners.



Hydraulics

The top is raised and lowered by means of an electrically controlled hydraulics system. The servo pump and motor are located on the right-hand side, underneath the rear seat. Plastic hoses run from the pump to the two servo cylinders, which are attached to the operating mechanism for the top.

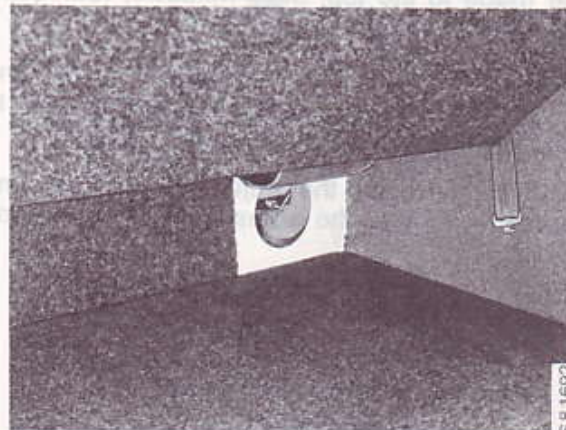
The hydraulic system is precharged at the factory with special hydraulic fluid, part no. (45) 30 18 694. Please note that this is the only fluid that may be used. Earlier particulars stating that ATF fluid or engine oil may be used are thus no longer valid.



- 1 Servo pump
- 2 Servo cylinders
- 3 Bypass valve

A bypass valve is fitted in the circuit between the pump and the right-hand servo cylinder to enable the top to be operated manually. The valve is accessible behind a flap in the trim at the back of the luggage compartment.

To prevent the pump from overheating, an overload device isolates it automatically if it has been running for more than 10 - 20 seconds with the top fully up or down.



Seals

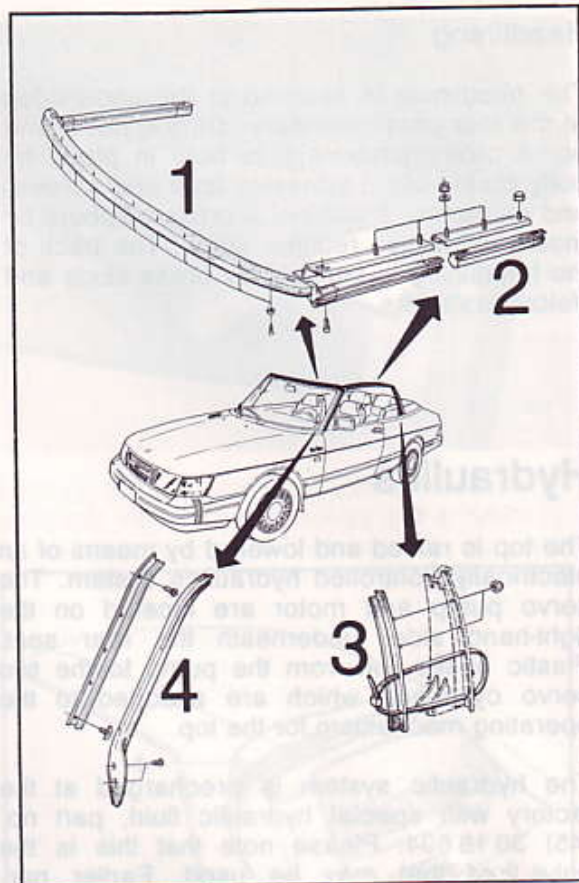
The seal on the A pillar is glued to a retainer screwed onto the pillar. At the bottom, the seal is held in place by three fasteners and double-sided adhesive tape. At the top, the strip is secured by one fastener and contact adhesive.

The top has a seal at the front, one on either side and two at the rear.

The seal at the front is glued and screwed to the no. 1 crossmembers and, on either side, glued to a retainer that is screwed to the side rails of the top frame. Sealant is applied at the corners.

The intermediate seal on either side is glued to a seal retainer screwed onto the middle section of the side rail.

The rear seals are glued, screwed and secured by ties to the side rail rear sections. These seals also serve as guides for the quarterlights.



- 1 Front seal
- 2 Side seal
- 3 Rear seal
- 4 A-pillar seal

Adjustments

This section explains the adjustments that can be made to the top, door windows, rear quarterlights and seals.

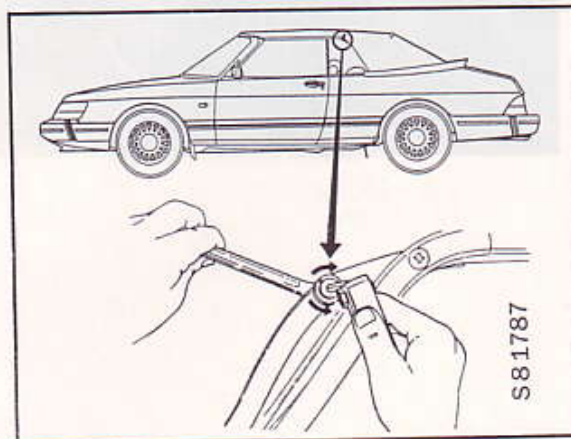
The terms, fore and aft, and lateral and vertical, when applied to adjustments refer to adjustment relative to the car.

It should be noted that adjustment of one component can alter the adjustment of other components.

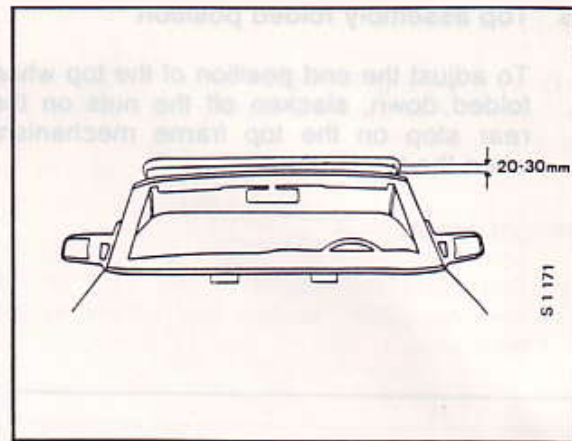
Top

1 Park position on raising top

The park position on raising the top, i.e. the position in which the top stops before being latched, is adjusted by means of balancing-link cams located inside the top, adjacent to the top of the quarterlights.



On being raised, the leading edge of the top should stop in the park position, 20 - 30 mm (0.79 - 1.18 in) above the wind-screen frame. The front of the top must also be parallel with the frame.

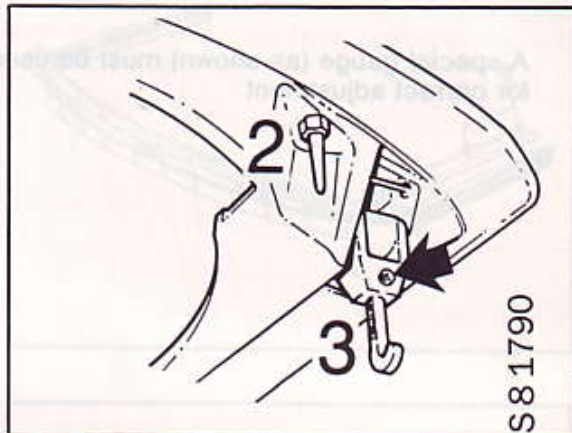


2 Guide pin

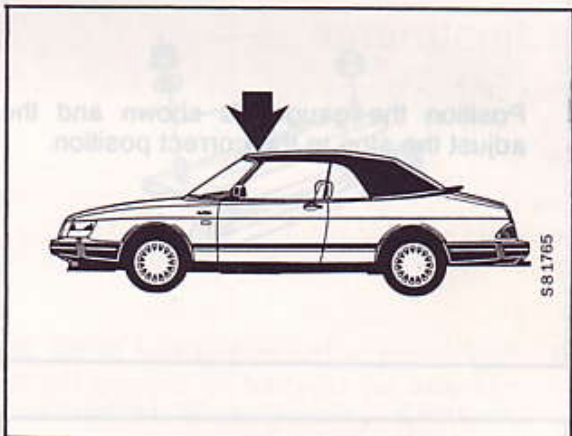
To adjust the guide pin, which inhibits lateral movement of the top, loosen the nut.

3 Latching mechanism hooks

To adjust the height of the latching mechanism hook, slacken off the Torx screw and then rotate the hook. One complete turn of the hook increases or decreases its height (depending on which way it is turned) by 1 mm (0.04 in).

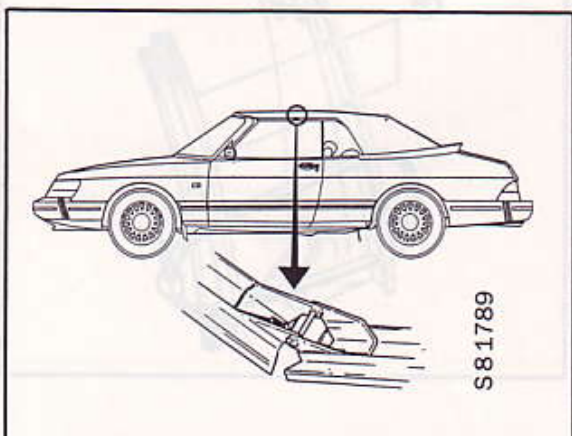


Press down on the front corner of the top to ensure that no play is present.



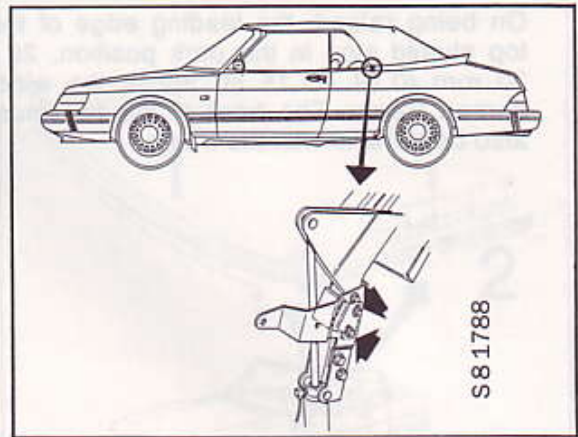
4 Side rail front section

Use the screw in the hinge between the front and middle sections of the side rail to bring the front section of the side rail in line (parallel) with the door window and middle section.

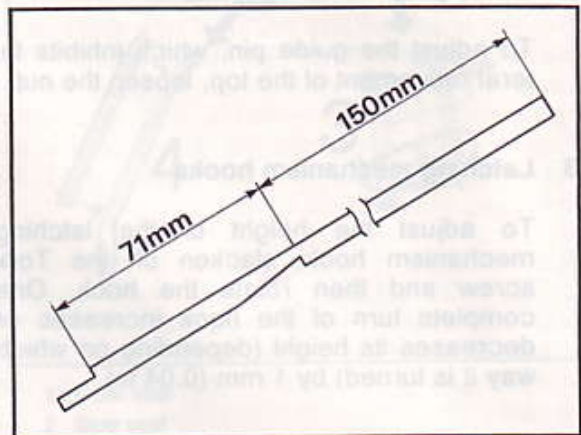


5 Top assembly folded position

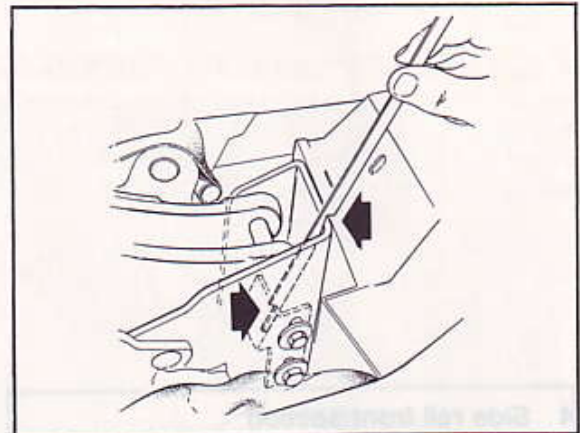
To adjust the end position of the top when folded down, slacken off the nuts on the rear stop on the top frame mechanism when the top is down.



A special gauge (as shown) must be used for correct adjustment.



Position the gauge as shown and then adjust the stop to the correct position.



Correct position for stop bracket

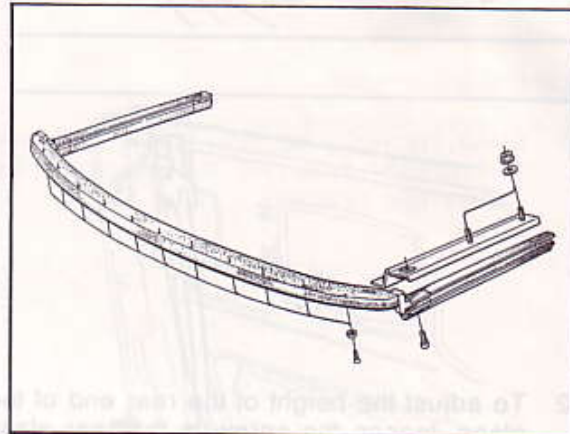
Seals

As a general rule, all seals must be glued into position using 3M Super Weatherstrip Adhesive, with any adjustment being made before the adhesive hardens.

Note that the top of the A-pillar seal must be glued into position using a contact adhesive, such as Loctite Blackmax 380. In this case, the seal must be correctly positioned before the adhesive is applied. No other adjustment of the A-pillar seal can be made.

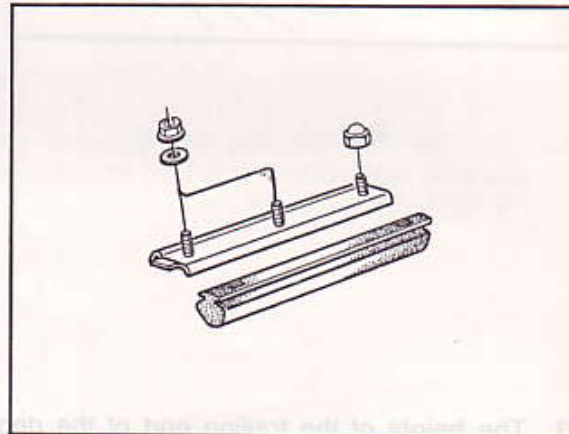
1 Top assembly front seal

The lateral positioning of the trailing ends of the front seal can be adjusted by loosening the nuts on the bolts securing the seal retainers. Fore-and-aft adjustment of the seal must be made before the adhesive hardens.



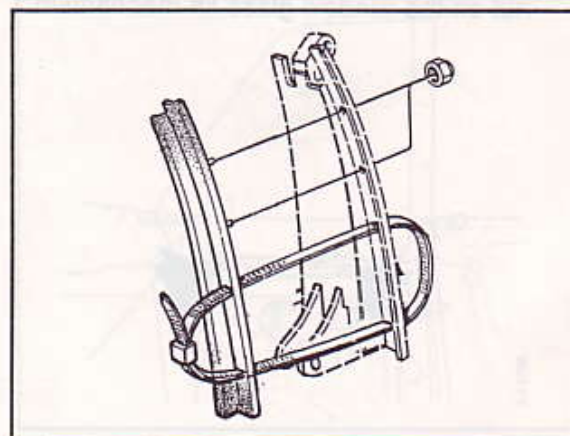
2 Top assembly side seals

Adjustment of the lateral positioning of the side seals can be made by slackening off the nuts on the bolts securing the seal retainers. Fore-and-aft adjustment of the seal must be made before the adhesive hardens.



3 Top assembly rear seal

Vertical adjustment of the rear seal can be made after the nuts and tie have been loosened and the adhesive bond broken.

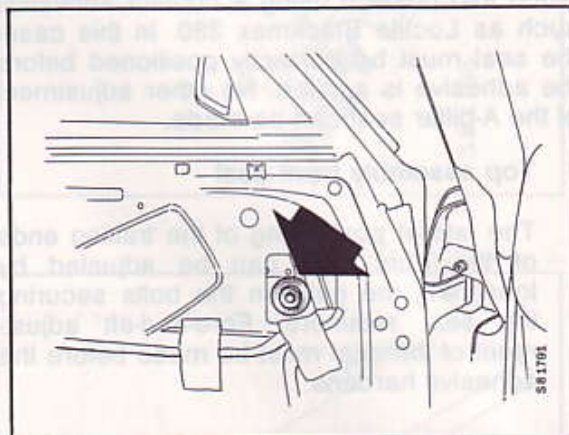


Door windows

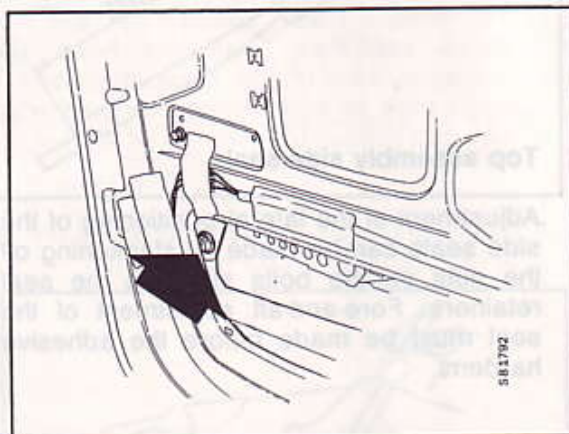
When adjusting the door window, check the adjustment of the front section of the side rail at the same time.

Height adjustment

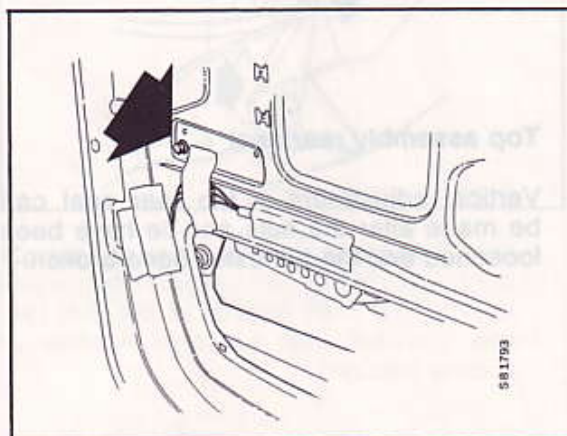
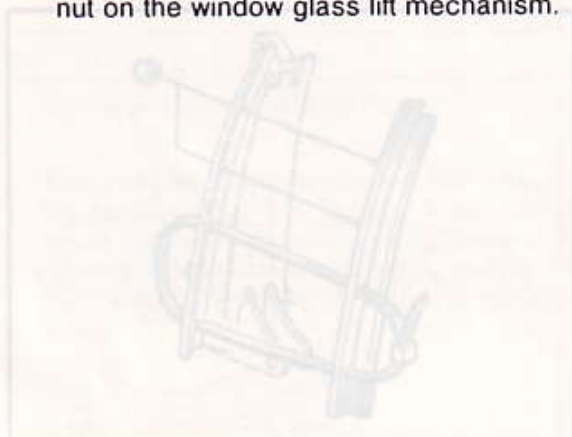
- 1 To adjust the height of the front of the window glass, loosen the screw in the front stop.



- 2 To adjust the height of the rear end of the glass, loosen the screw in the rear glass stop.

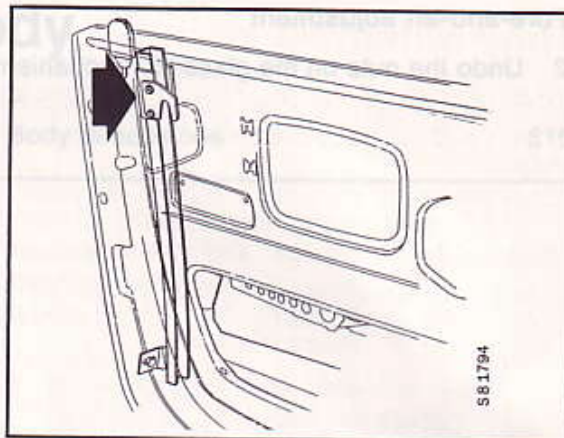


- 3 The height of the trailing end of the door can also be adjusted by undoing the rear nut on the window glass lift mechanism.



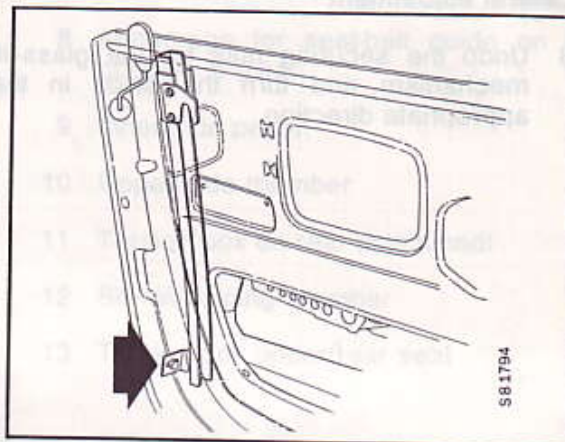
Fore-and-aft adjustment

- 4 To adjust the fore-and-aft position of the window glass, loosen the glass stop bracket on the rear channel.



Lateral adjustment

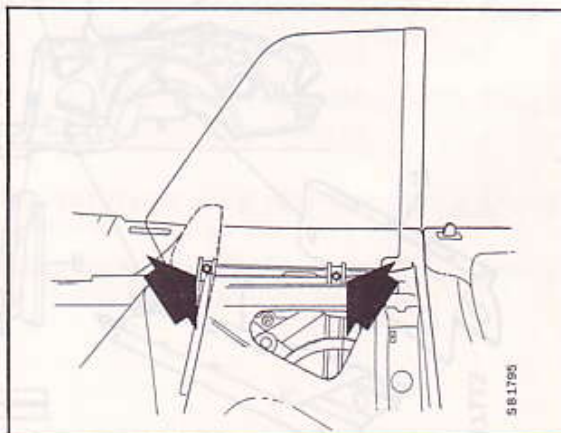
- 5 To adjust the lateral position of the window glass, loosen the bottom of the rear guide channel. As from chassis no. K7021110, the front guide channel can be adjusted in the same way.



Quarterlights

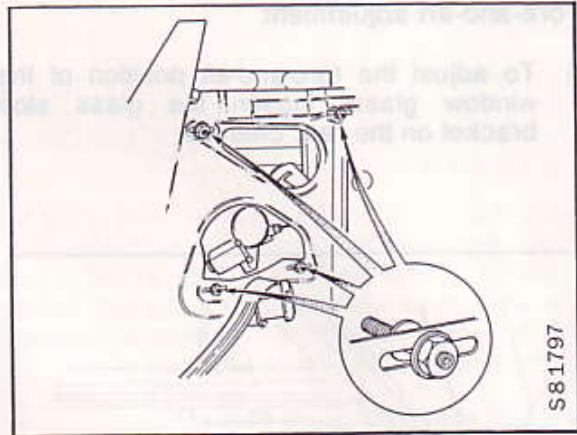
Height adjustment

- 1 Loosen the screws in the front and rear glass stops.



Fore-and-aft adjustment

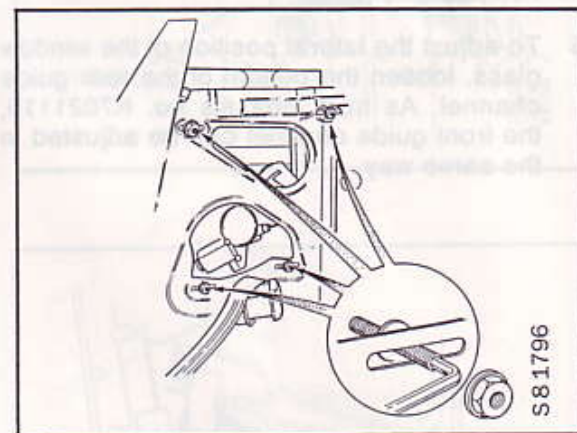
- 2 Undo the nuts on the glass-lift mechanism.



S81797

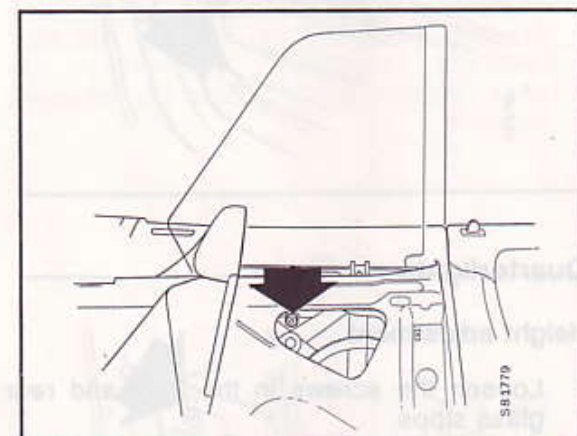
Lateral adjustment

- 3 Undo the securing nuts for the glass-lift mechanism and turn the studs in the appropriate direction.



S81796

- 4 Undo the nut securing the glass to the glass-lift mechanism and turn the stud in the appropriate direction.



S81779

Body

Additional strengthening 810-1

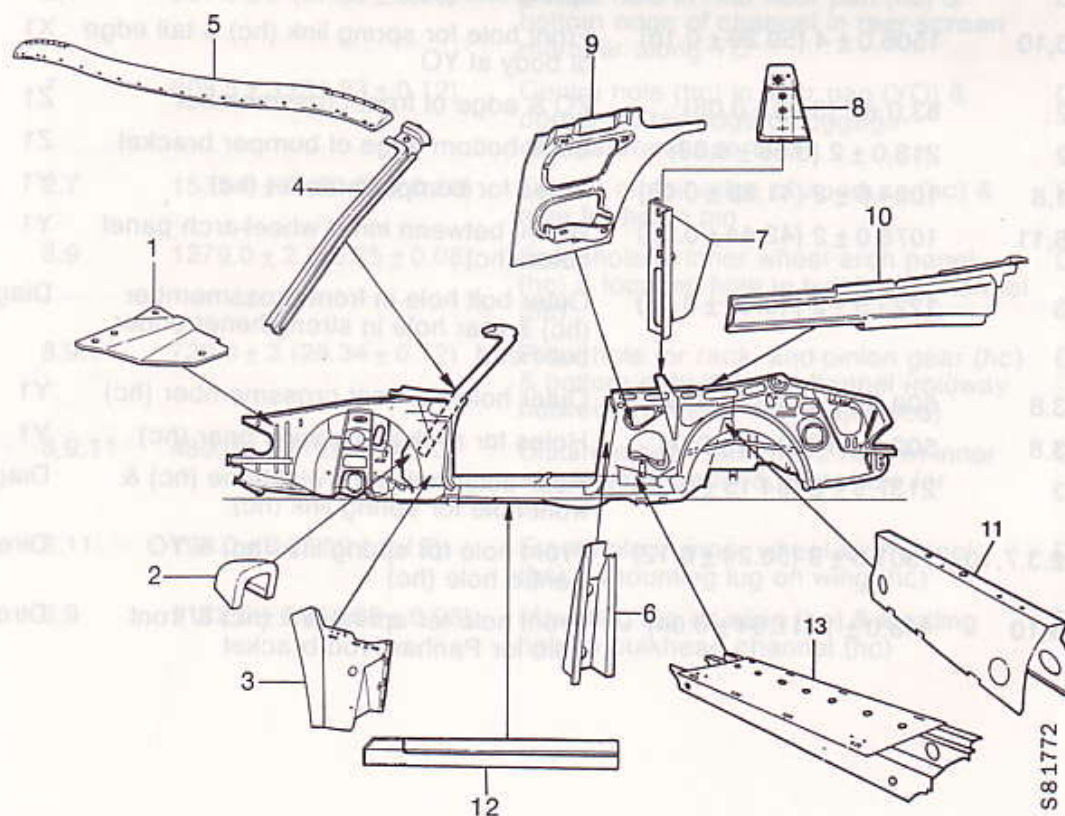
Body dimensions 810-2

Additional strengthening

As on 900-series saloons (sedans) and hatchbacks, the Convertible body is a monocoque. To compensate for the absence of a rigid roof, additional strengthening has been provided in the form of steel members and a load-bearing bonded windscreen.

The strengthening components are as follows:

- | | |
|---|---|
| 1 Corner plate on radiator top crossmember | 8 Anchorage for seat-belt guide on secondary B pillar |
| 2 Anchoring socket on wheel arch for A-pillar | 9 Inner side panel |
| 3 Side-panel strengthener | 10 Upper side member |
| 4 Extended A pillar (to wheel arch) | 11 Torsion box on rear-axle tunnel |
| 5 Top crossmember on windscreen frame | 12 Sill-reinforcing member |
| 6 B pillar | 13 Torsion box under rear seat |
| 7 Secondary B pillar (fixing point for top frame) | |



Body dimensions

The directions in which the measurements are made are given in the 'Direction' column in the Table, with reference to the coordinate system:

X-coordinate = Datum line for longitudinal measurements

Y-coordinate = Datum line for transverse measurements (left to right)

Z-coordinate = Datum line for vertical measurements

The figure following the coordinate in the column denotes the tolerance, as follows:

- 1 = Design dimension in coordinate system
- 2 = Actual measurement, generally a diagonal measurement
- 3 = Tolerance for best fit
- (hc) = Dimension to be measured from hole centre

Each coordinate originates from a datum (O) line. Datum line XO cannot be used in practice and is therefore not shown.

Datum line YO. This is the centre-line of the body, dividing the shell into left and right halves. Transverse dimensions are specified between two measuring points. To measure the dimension on one side only, mark out the YO line between the holes as shown on the drawing and then halve the dimension and tolerance.

Datum line ZO. The line runs along the fold in the body between the floor pan and side panel. Measurements to be made below the ZO line are indicated by a negative value (i.e. the value is prefixed by a '-' sign).

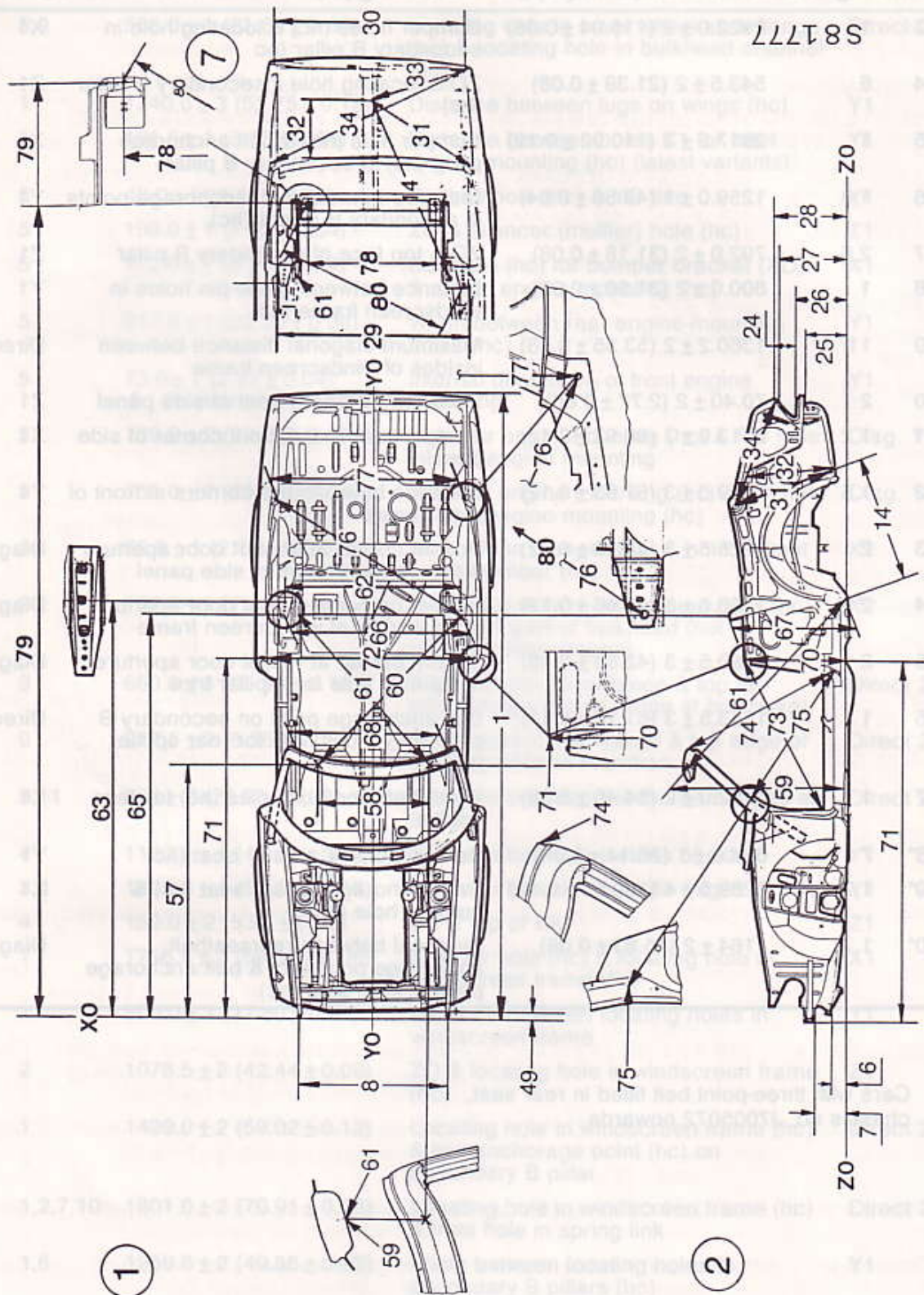
Item	Fig. no.	Dimension, mm (in)	Measuring points	Direction
1	1	4372.0 ± 5 (172 ± 0.20)	Overall length along YO line: front bumper bracket (hc) & tail edge of body	X1
2	3	668.5 ± 3 (26.31 ± 0.12)	Bumper bracket (hc) & front hole for wishbone (hc)	X1
3	3	269.01 ± 1 (10.59 ± 0.04)	Distance between front X1 and rear holes for wishbone (hc)	X1
4	3	1931.5 ± 2 (76.04 ± 0.08)	Wishbone rear hole (hc) & front hole for spring link (hc)	X1
5	3,10	1506.0 ± 4 (59.29 ± 0.16)	Front hole for spring link (hc) & tail edge of body at YO	X1
6	2	83.0 ± 2 (3.26 ± 0.08)	ZO & edge of front crossmember	Z1
7	2	218.0 ± 2 (8.58 ± 0.08)	ZO & bottom edge of bumper bracket	Z1
8	1,8	1064.0 ± 2 (41.88 ± 0.08)	Holes for bumper bracket (hc)	Y1
9	8,11	1078.0 ± 2 (42.44 ± 0.08)	Width: between inner wheel-arch panel holes (hc)	Y1
10	3	1223.5 ± 2 (48.16 ± 0.08)	Outer bolt hole in front crossmember (hc) & rear hole in strengthener under bulkhead	Diag. 2
11	3,8	600.0 ± 2 (23.62 ± 0.08)	Outer holes in front crossmember (hc)	Y1
12	3,8	502.0 ± 1 (19.76 ± 0.04)	Holes for rack-and- pinion gear (hc)	Y1
13	3	2137.5 ± 2 (84.15 ± 0.08)	Rear outer holes for wishbone (hc) & front hole for spring link (hc)	Diag. 2
14	2,3,7,10	1301.5 ± 3 (56.24 ± 0.12)	Front hole for spring link (hc) & YO centre hole (hc)	Direct 2
15	3,10	448.0 ± 1 (17.64 ± 0.04)	Front hole for spring link (hc) & front hole for Panhard-rod bracket	Direct 2

Item	Fig. no.	Dimension, mm (in)	Measuring points	Direction
16	3,10	416.5 ± 3 (16.39 ± 0.12)	Front hole for spring link (hc) & centre-line through Panhard-rod bracket	X1
17	10	136.0 ± 2 (5.35 ± 0.08)	ZO (hc) & Panhard-rod bracket	Z1
18	3, 10	144.0 ± 2 (5.66 ± 0.08)	Rear hole for Panhard-rod bracket (hc) & edge of recess in floor pan (ref.)	X1
19	3,10	986.5 ± 3 (38.19 ± 0.08)	Front hole for Panhard-rod bracket (hc) & front hole for RH spring link (hc)	Diag. 2
20	3,10	1060.0 ± 3 (41.73 ± 0.12)	Holes for spring link (hc)	Y1
21	10	33.0 ± 1 (1.29 ± 0.04)	Recess in rear floor pan	Direct 2
22	3,10	1200.0 ± 3 (47.24 ± 0.12)	Width at rear floor pan	Y1
23	3,10	13.0 ± 2 (0.51 ± 0.08)	YO (hc) & line through hole in collision member	Y1
24	2	171.0 ± 2 (6.73 ± 0.08) -1 (-0.04)	Aperture for rearlight cluster	Z2
25	2	277.0 ± 4 (10.90 ± 0.16)	ZO & top of crossmember at YO	Z1
26	2	319.0 ± 4 (12.55 ± 0.16)	ZO & top of tie plate at YO	Z1
27	2	489.0 ± 4 (19.25 ± 0.16)	ZO & corner at tail edge of luggage-compartment aperture	Z1
28	2	505.0 ± 4 (19.88 ± 0.16)	ZO & waist line at tail-edge corner	Z1
29	7	1321.5 ± 4 (52.02 ± 0.16)	Distance between hinge mountings	Y1
30	7	1321.0 ± 4 (52.00 ± 0.16) -2 (-0.8)	Width of tail edge of luggage-compartment aperture	Y1
31	2,7	1044.0 ± 4 (41.10 ± 0.16)	Hinge-pin hole (hc) & centre hole (hc) at YO in rear floor pan	Diag. 2
32	2,7	687.5 ± 2 (27.06 ± 0.08)	Centre hole in rear floor pan (hc) & bottom edge of channel in rear-screen member along YO	Z3
33	7	808.5 ± 3 (31.83 ± 0.12)	Centre hole (hc) in floor pan (YO) & corner on tail edge of luggage-compartment aperture	Diag. 3
34	2,7	1535.0 ± 5 (60.43 ± 0.20)	Corner on tail edge of aperture (hc) & hole for hinge pin	Diag. 3
35	8,9	1279.0 ± 2 (50.35 ± 0.08)	Front hole in inner wheel arch panel (hc) & locating hole in bulkhead channel (hc)	Direct 2
36	8,9,11	720.0 ± 3 (28.34 ± 0.12)	Front hole for rack- and-pinion gear (hc) & bottom of bulkhead channel (midway between holes for wiper spindles)	Diag. 2
37	8,9,11	489.0 ± 3 (19.25 ± 0.12)	Distance between front 2 hole in inner wheel- arch panel & outer hole for spoiler	Diag. 2
38	8,11	193.0 ± 3 (7.59 ± 0.12)	Front hole in inner wheel-arch panel (hc) & mounting lug on wing (hc)	Direct 2
39	8,9	1132.5 ± 2 (44.58 ± 0.08)	Mounting lug on wing (hc) & locating hole in bulkhead channel (hc)	Direct 2

Item	Fig. no.	Dimension, mm (in)	Measuring points	Direction
40	8,9	556.0 ± 1 (21.88 ± 0.04)	Locating hole in inner wheel-arch flange (hc) & locating hole in bulkhead channel (hc)	Direct 2
41	11	1340.0 ± 3 (52.75 ± 0.12)	Distance between lugs on wings (hc)	Y1
42	5	131.5 ± 1 (5.18 ± 0.04)	Distance between holes Y1 for front engine mounting (hc) (latest variants)	Y1
43	5	40.0 ± 5 (1.57 ± 0.02)	RH bolt hole (hc) & YO line	Y1
44	5	199.0 ± 1 (7.83 ± 0.04)	ZO & silencer (muffler) hole (hc)	Z1
45	5	172.0 ± 1 (6.77 ± 0.04)	Bolt hole (hc) for bumper bracket (XO) & nut on engine mounting (hc)	X1
46	5	517.0 ± 1 (20.35 ± 0.04)	Width between rear engine-mounting holes (hc)	Y1
47	5	73.0 ± 1 (2.87 ± 0.04) -0 (-0) (early variants)	Internal dimension of front engine mounting	Y1
A48	5	739.0 ± 2 (29.09 ± 0.08)	Left rear engine mounting (hc) & RH hole in front engine mounting	Diag. 1
B48	5	751.0 ± 2 (29.56 ± 0.08)	RH rear engine mounting (hc) & left hole in front engine mounting (hc)	Diag. 1
49	1	55.5 ± 1 (2.18 ± 0.04)	Bolt hole in bumper (hc) & hole in front crossmember (hc)	X1
50	8	197.0 ± 2 (7.75 ± 0.08)	Front hole in rack- and-pinion gear (hc) & vertical part of bulkhead (not to strengthening crease)	X2
51	9	660.0 ± 3 (25.98 ± 0.12)	YO on windscreen flange & top of exhaust-pipe tunnel (edge at bulkhead)	Direct 2
52	9	217.5 ± 2 (8.56 ± 0.08)	YO at windscreen flange & top edge of steering-column member	Direct 2
53	9,11	636 ± 2 (25.03 ± 0.08)	Distance between windscreen edges at flange	Direct 2
54	4	1180.0 ± 4 (46.45 ± 0.16)	Distance between insides of sills	Y1
55	3,4	1336.0 ± 4 (52.59 ± 0.16)	Distance between outside edges of sills	Y1
56	4	150.0 ± 2 (5.90 ± 0.08)	ZO & top of sill	Z1
57	1	1766.5 ± 2 (69.54 ± 0.08)	Bumper hole (hc) & locating hole in windscreen frame (hc)	X1
58	1	800.0 ± 1 (31.50 ± 0.04)	Distance between locating holes in windscreen frame	Y1
59	2	1078.5 ± 2 (42.44 ± 0.08)	ZO & locating hole in windscreen frame (hc)	Z1
60	1	1499.0 ± 2 (59.02 ± 0.12)	Locating hole in windscreen frame (hc) & belt-anchorage point (hc) on secondary B pillar	Direct 2
61	1,2,7,10	1801.0 ± 2 (70.91 ± 0.08)	Locating hole in windscreen frame (hc) & front hole in spring link	Direct 2
62	1,6	1259.0 ± 2 (49.56 ± 0.08)	Width between locating holes in secondary B pillars (hc)	Y1

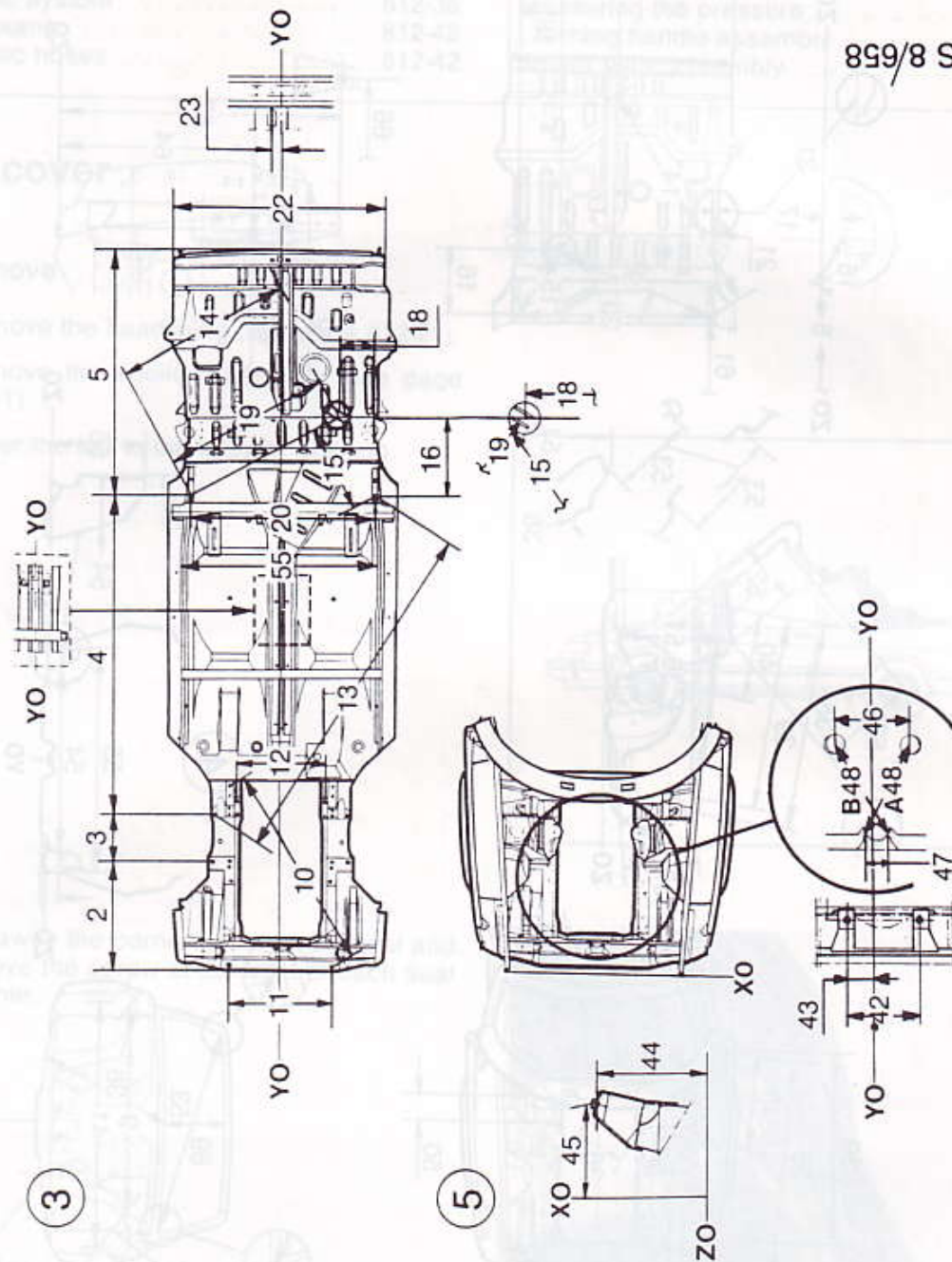
Item	Fig. no.	Dimension, mm (in)	Measuring points	Direction
63	1	2922.0 ± 2 (115.04 ± 0.08)	Bumper holes (hc) & locating hole in secondary B pillar (hc)	X1
64	6	543.5 ± 2 (21.39 ± 0.08)	ZO & locating hole in secondary B pillar (hc)	Z1
65	1	2817.5 ± 3 (110.92 ± 0.12)	Bumper hole (hc) & belt anchorage point (hc) in secondary B pillar	X1
66	1,6	1259.0 ± 1 (49.56 ± 0.04)	Distance between belt anchorage points in secondary B pillars (hc)	Y1
67	2,6	792.0 ± 2 (31.18 ± 0.08)	ZO & top face of secondary B pillar	Z1
68	1	800.0 ± 2 (31.50 ± 0.08)	Distance between guide-pin holes in windscreen frame (hc)	Y1
69	11	1360.2 ± 2 (53.55 ± 0.08)	Maximum diagonal distance between insides of windscreen frame	Direct 3
70	2	70.40 ± 2 (2.77 ± 0.08)	ZO & top corner at front of side panel	Z1
71	1,2	2513.0 ± 3 (98.93 ± 0.12)	Bumper hole (hc) & front corner of side panel	X1
72	1,6	1469.0 ± 3 (57.83 ± 0.12)	Distance between top corners at front of side panels	Y1
73	2	1225.5 ± 3 (48.23 ± 0.12)	Bottom corner at front of door aperture & top corner at front of side panel	Diag. 3
74	2	1160.0 ± 3 (45.66 ± 0.12)	Bottom corner at rear of door aperture & top corner of windscreen frame	Diag. 3
75	2	1080.5 ± 3 (42.53 ± 0.12)	Bottom corner at rear of door aperture & top rivet hole for A-pillar trim	Diag. 3
76	1	1553.5 ± 3 (61.16 ± 0.12)	Belt anchorage point on secondary B pillar (hc) & bolt hole for rear spoiler (hc)	Direct 2
77	1	1382.0 ± 2 (54.40 ± 0.08)	Width between bolt holes (hc) for rear spoiler	Y1
78*	7	664.0 ± 1 (26.14 ± 0.04)	Belt anchorage at rear seat (hc)	Y1
79*	1,7	3289.5 ± 4 (129.50 ± 0.16)	Belt anchorage at rear seat (hc) & bumper hole (hc)	X1
80*	1,7	1164 ± 2 (45.83 ± 0.08)	Diagonal between rear seat belt anchorage point (hc) & belt anchorage point at front seat (hc)	Diag. 2

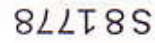
*) Cars with three-point belt fitted in rear seat, chassis no. J7005072 onwards



Top assembly

S 859/8 S





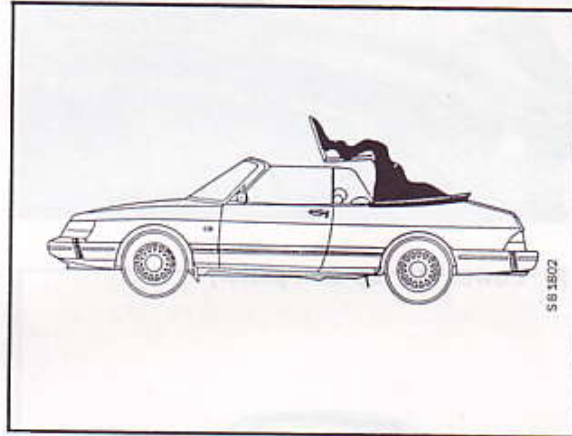
Top assembly

Top cover	812-1	Servo cylinders	812-43
Headlining	812-21	By-pass valve	812-43
Rear screen	812-25	Bleeding the system	812-44
Hydraulic system	812-36	Measuring the pressure	812-46
Servo pump	812-42	Latching handle assembly	812-49
Hydraulic hoses	812-42	Striker plate assembly	812-53

Top cover

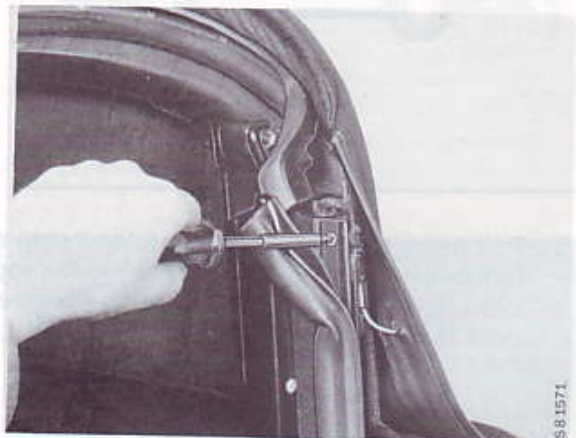
To remove

- 1 Remove the headlining (see page 812-21).
- 2 Remove the spoiler assembly (see page 830-1).
- 3 Lower the top to the midway position.



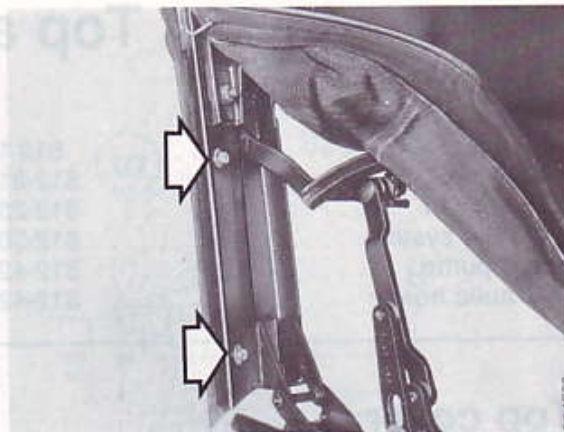
S81802

- 4 Pull away the corners of the front seal and remove the screw at the front of each seal retainer.

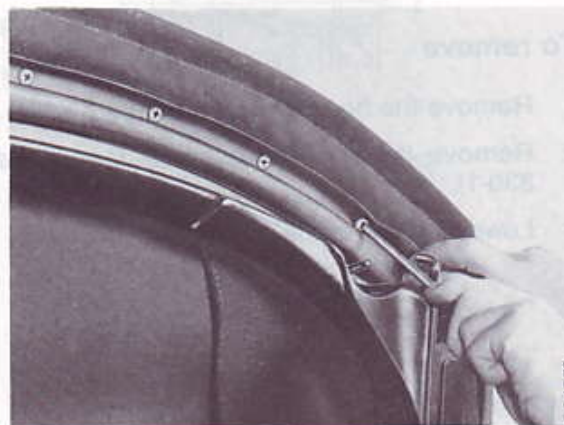


S81571

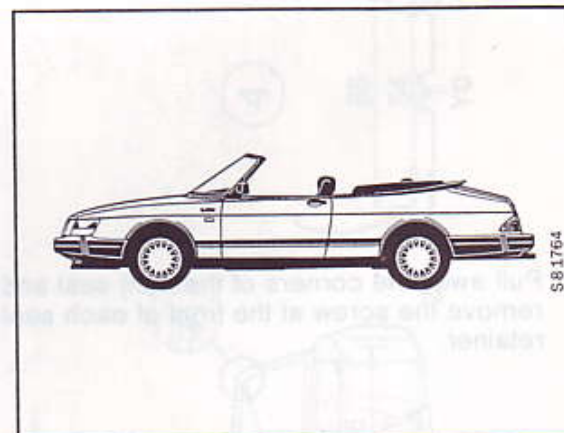
- 5 Remove the nuts securing the seal retainer to the front section of the side rail.



- 6 Remove the screws in the leading edge of the seal and remove the seal.



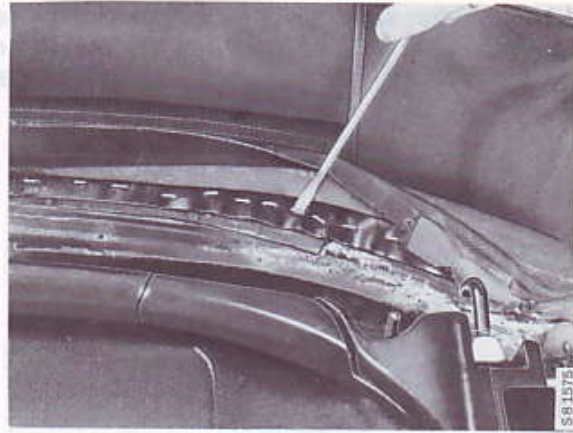
- 7 Lower the top completely.



- 8 Pull away the welt cord (the folded strip of fabric along the leading edge of the top) from the no. 1 crossmember (the welt cord is glued in place).



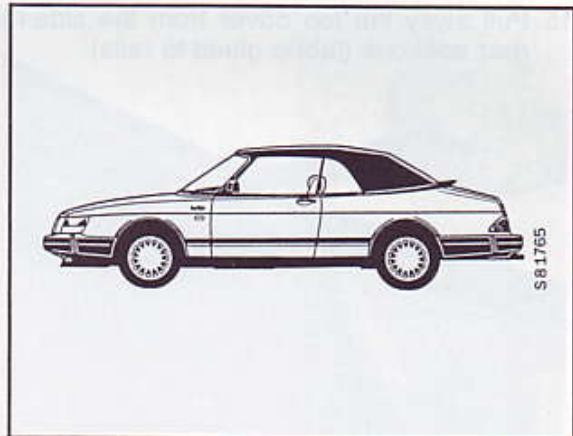
- 9 Remove all the staples from the plastic strip and then remove the welt cord.



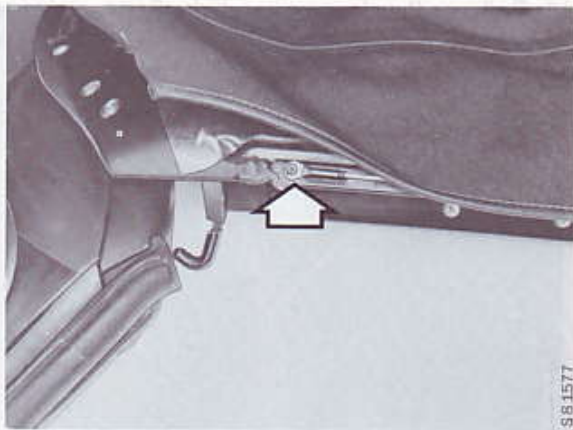
- 10 Pull away the top cover from the no. 1 crossmembers.



- 11 Raise the top.



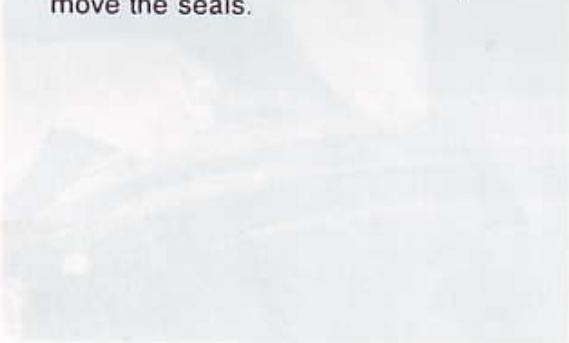
- 12 Drill out the rivets in the front cable retainers.



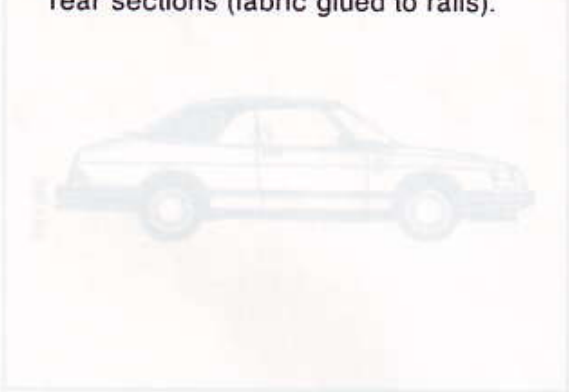
- 13 Carefully withdraw the cables from the envelopes in the side of the top cover and leave them hanging from the rear retainers.



- 14 Remove the acorn nuts and snip off the ties holding the rear seals in place. Remove the seals.



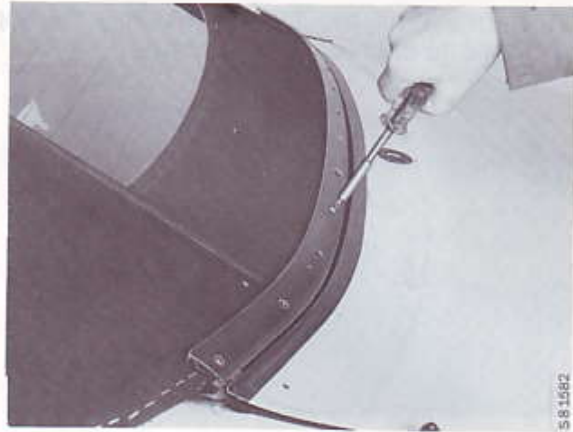
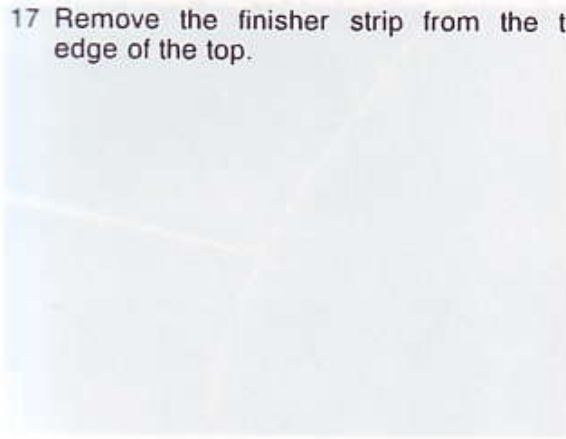
- 15 Pull away the top cover from the side-rail rear sections (fabric glued to rails).



- 16 Pull up the top cover side flaps, release the hooks from the flaps and hook them onto the body panel.

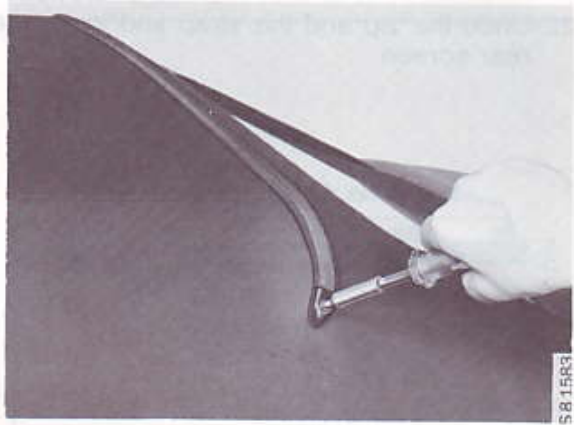
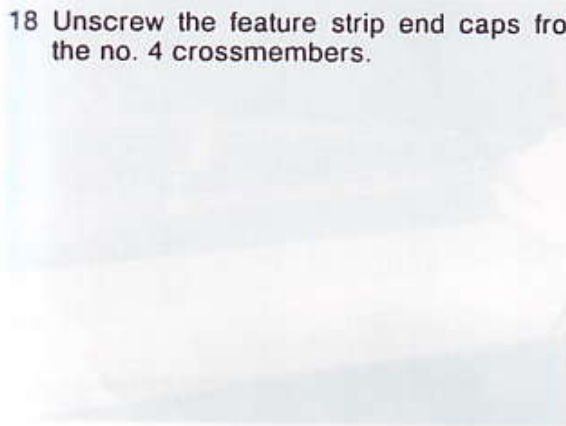


- 17 Remove the finisher strip from the tail edge of the top.



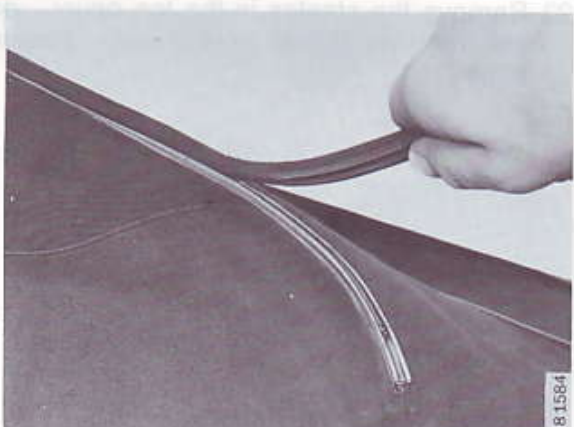
S81582

- 18 Unscrew the feature strip end caps from the no. 4 crossmembers.



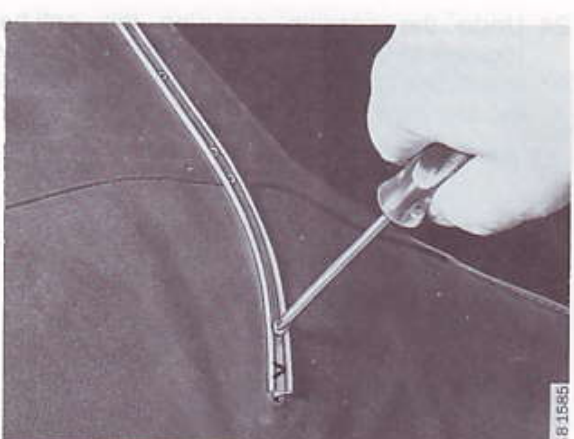
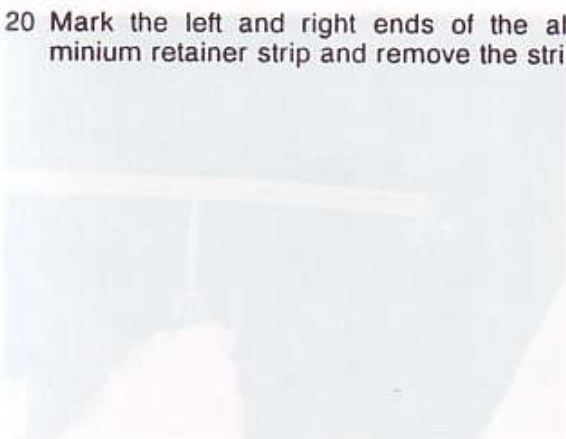
S81583

- 19 Pull off the feature strip.



S81584

- 20 Mark the left and right ends of the aluminium retainer strip and remove the strip.

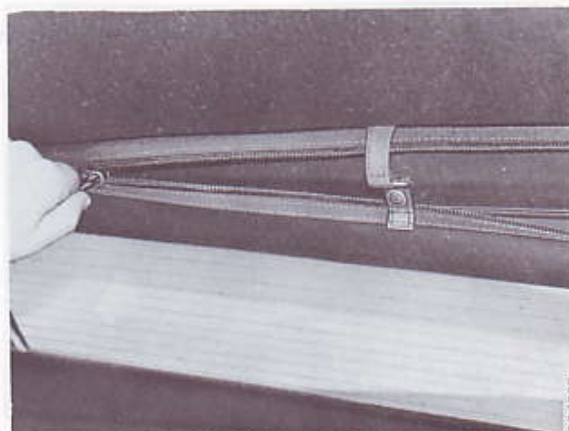


S81585

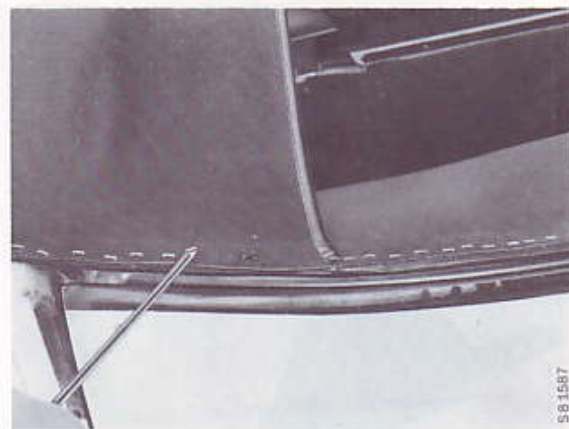
- 21 Remove all the staples holding the top fabric to the no. 4 crossmember.



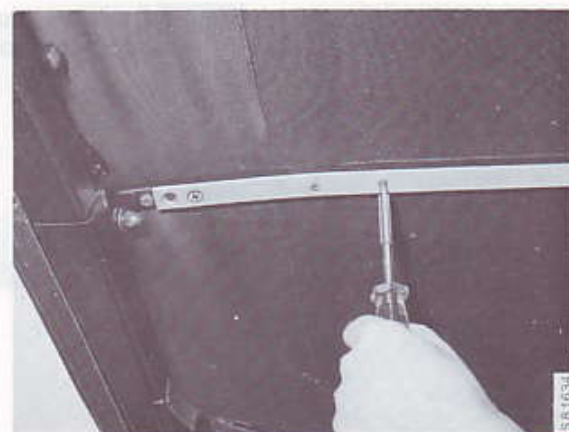
- 22 Undo the zip and the strap and lower the rear screen.



- 23 Remove the staples in the top cover - do not remove those in the rear screen panel.

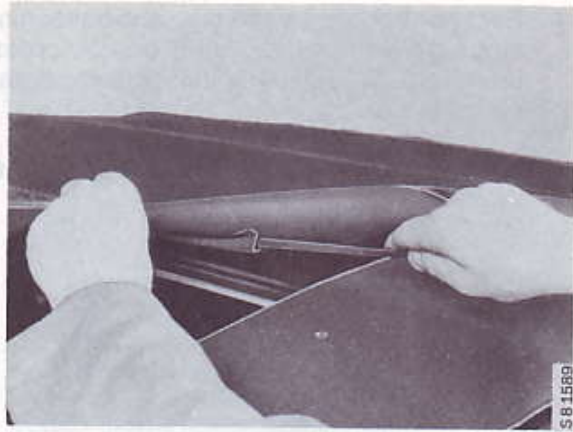
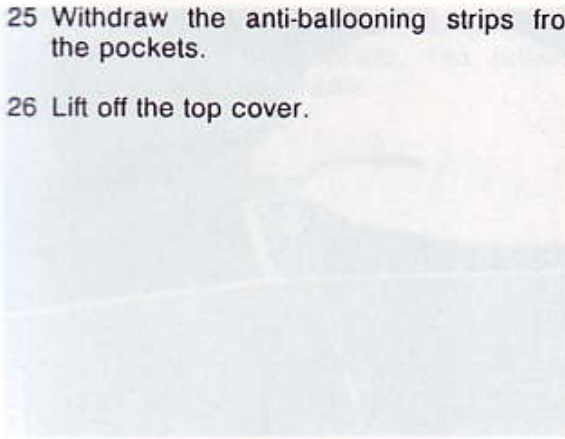


- 24 Undo the screws securing the anti-ballooning strips to the no. 2 and no. 3 crossmembers (the strips are in the pockets in the top cover).



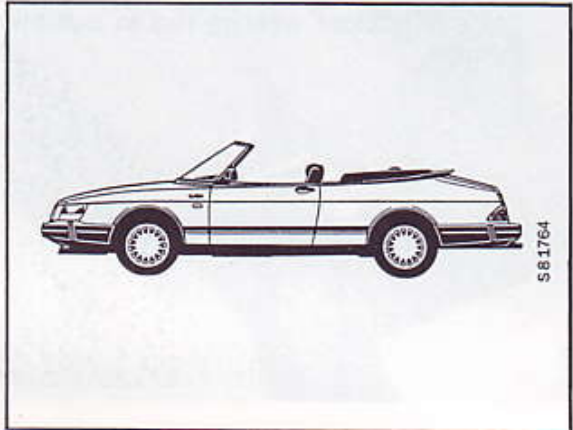
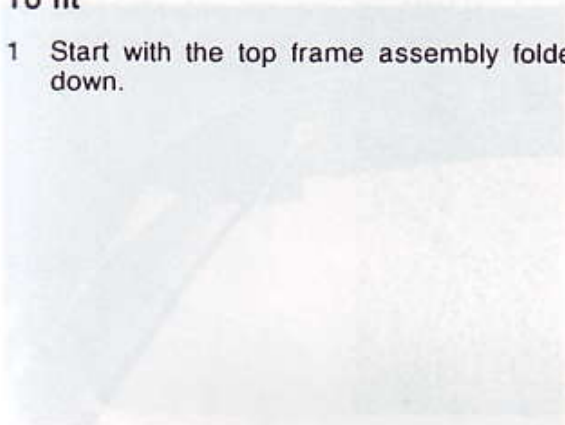
25 Withdraw the anti-ballooning strips from the pockets.

26 Lift off the top cover.

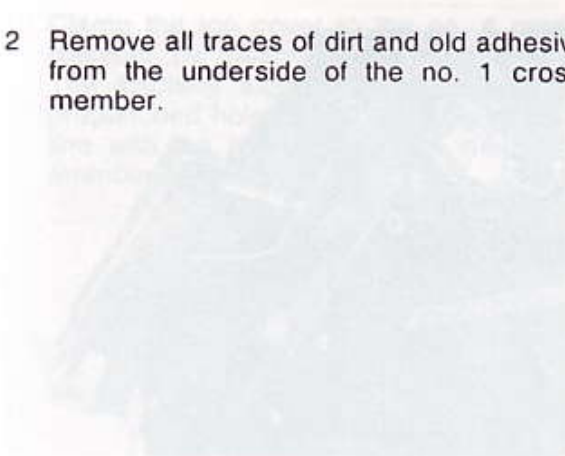


To fit

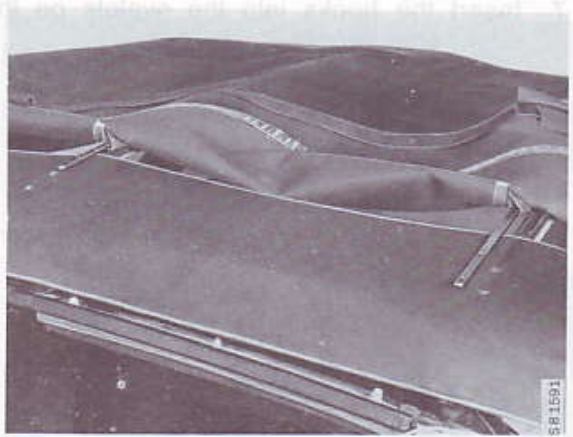
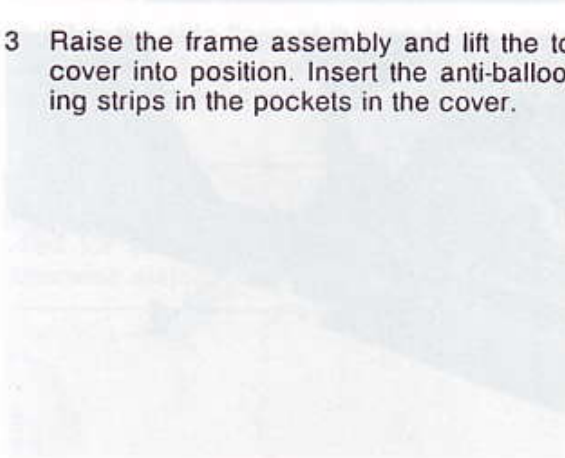
1 Start with the top frame assembly folded down.



2 Remove all traces of dirt and old adhesive from the underside of the no. 1 cross-member.

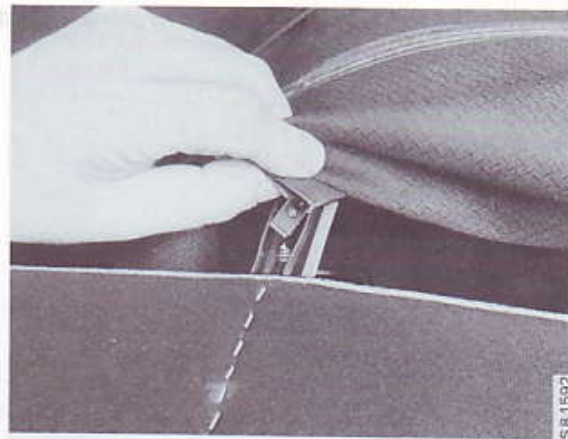


3 Raise the frame assembly and lift the top cover into position. Insert the anti-ballooning strips in the pockets in the cover.

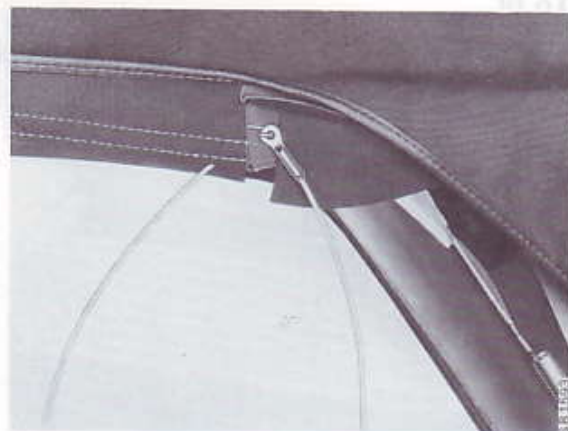


- 4 Secure the ends of the anti-ballooning strips to the no. 2 and no. 3 cross-members by inserting the screws in the holes at the strip ends.

Ensure that the pockets do not get trapped.



- 5 Insert the top cover cables in the pockets, using a hooked welding rod to pull them through.



- 6 Raise the top assembly about 50 cm and secure the front retainer for each cable by means of a rivet. Use rivets with part no.



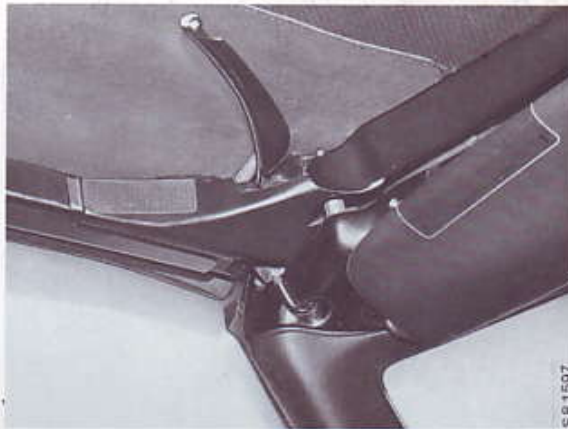
- 7 Insert the hooks into the eyelets on the cover side panels.



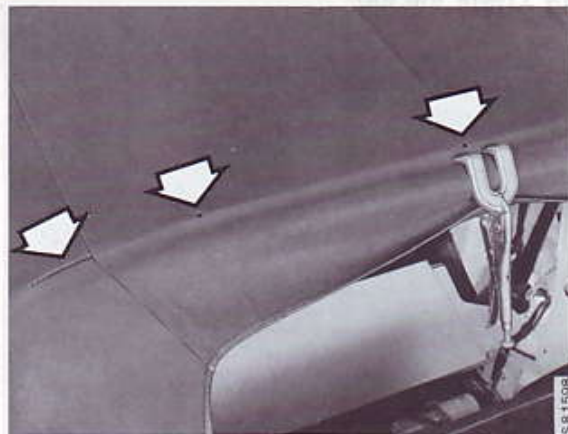
- 8 Fit the spacers, part no. 82 92 492 or 82 92 799, as appropriate, into position on the windscreen frame.



- 9 Close the top, engage the latching hooks but do not close the handles.



- 10 Clamp the top cover to the no. 4 cross-member by means of a welding clamp. The stitching along the seams and the prepunched holes in the cover must be in line with the leading edge of the cross-member.



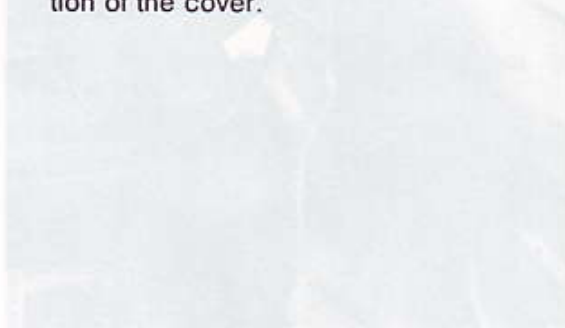
- 11 Glue the side flaps of the top to the corner of the no. 1 crossmember using 3M Super Weatherstrip Adhesive.

Note

3M Super Weatherstrip Adhesive should be used for all gluing of the top cover unless otherwise stated.



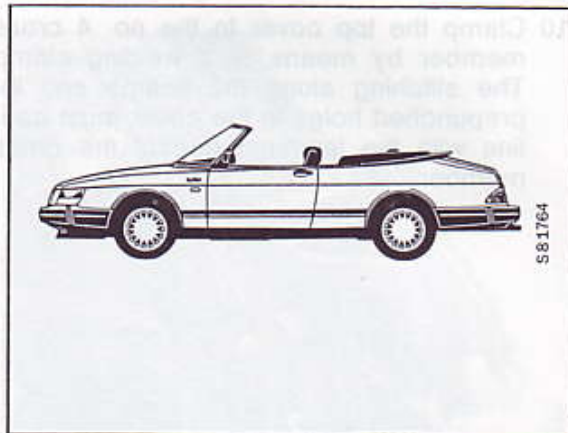
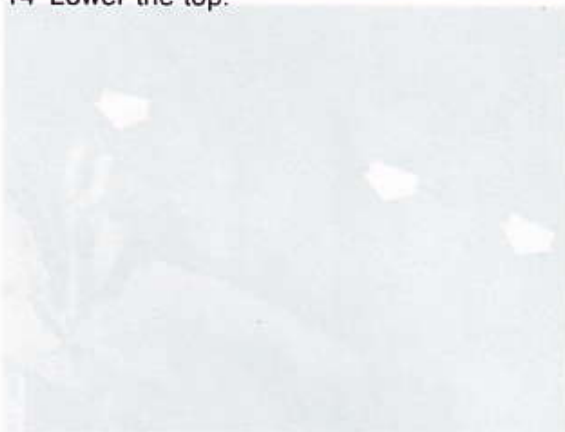
- 12 Stretch the cover over the no. 1 cross-member and glue it to the middle of the crossmember to fix the side-to-side position of the cover.



- 13 Remove the welding clamp from the no.

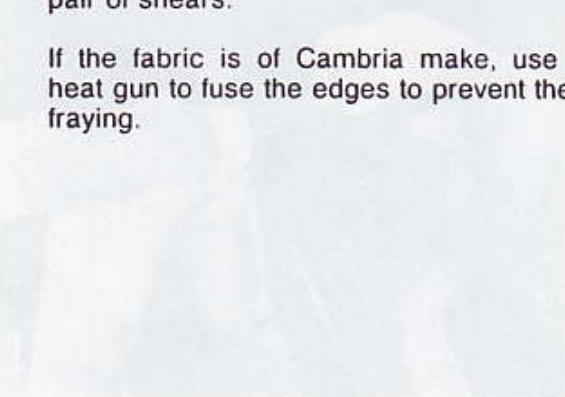


- 14 Lower the top.

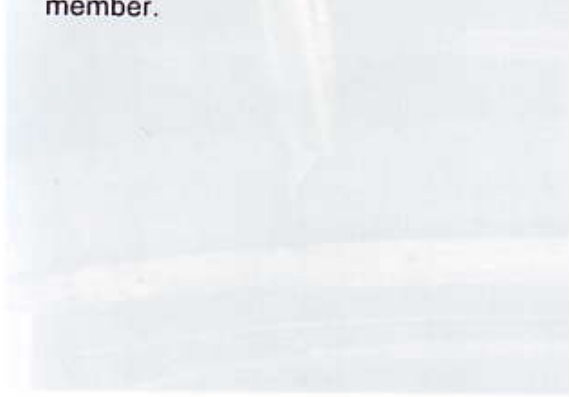


- 15 Trim the side flaps by means of a knife or pair of shears.

If the fabric is of Cambria make, use a heat gun to fuse the edges to prevent their fraying.



- 16 Glue the side flaps to the no. 1 cross-member.



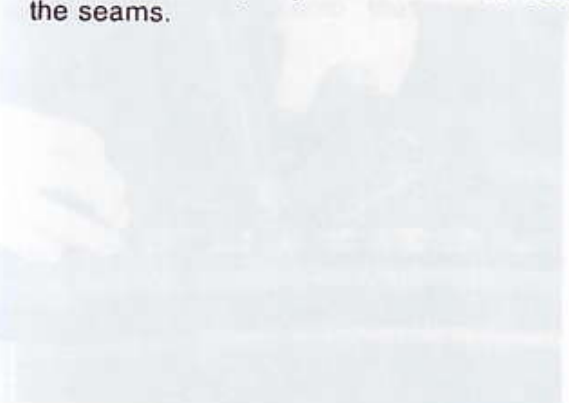
- 17 Glue the top cover to the no. 1 cross-member. Fold the fabric carefully over the crossmember to ensure a minimum of creasing.



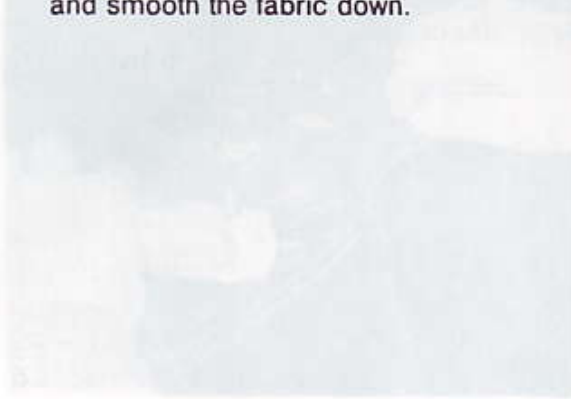
- 18 Trim the fabric along the edge of the no. 1 crossmember.



- 19 Cut away the top layer of fabric between the seams.



- 20 Cut through any creases along the length and smooth the fabric down.



- 21 Cut off the surplus seam at the edge.



- 22 Place the welt cord in position on the no. 1 crossmember.

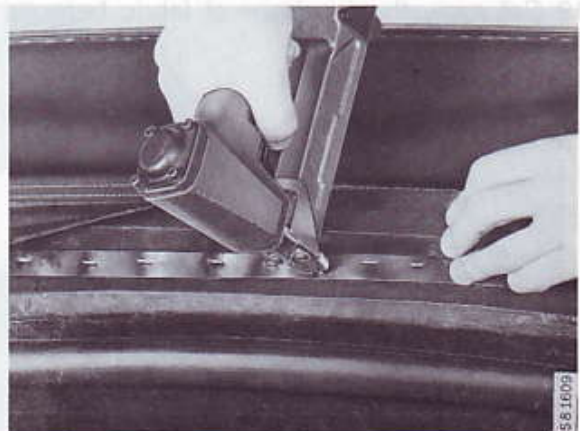
The fore-and-aft position is determined by aligning the seam with the front edge of the crossmember. Also ensure that the midpoint of the cord is equidistant from either side.



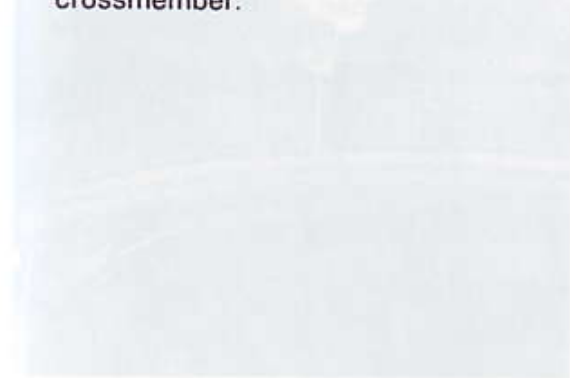
- 23 Open up the bottom flap of the welt cord and staple it to the plastic strip, starting in the middle and working out towards the ends. Use the long staples, part no. 69 34 285.

Note

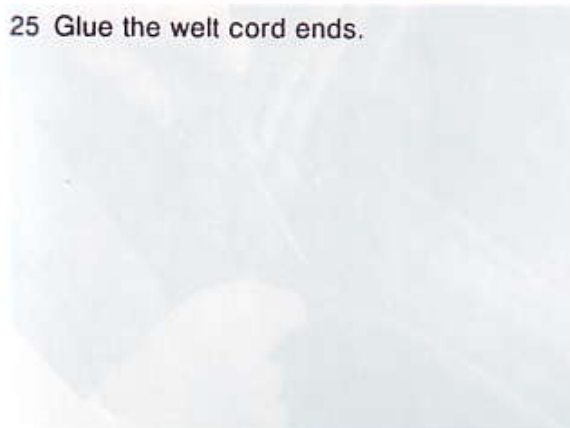
The long staples, part no. 69 34 285, are used for stapling two or more layers of fabric. The short staples, part no. 69 35 712, are used when only one layer of fabric needs to be stapled.



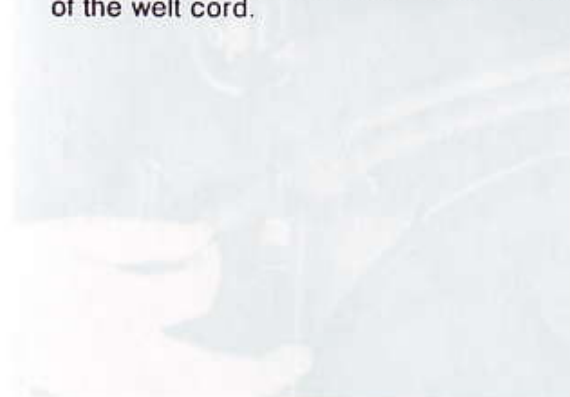
- 24 Glue the top fold of the welt cord onto the crossmember.



- 25 Glue the welt cord ends.



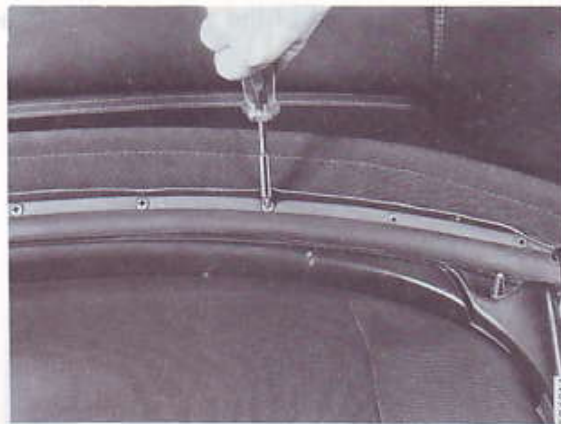
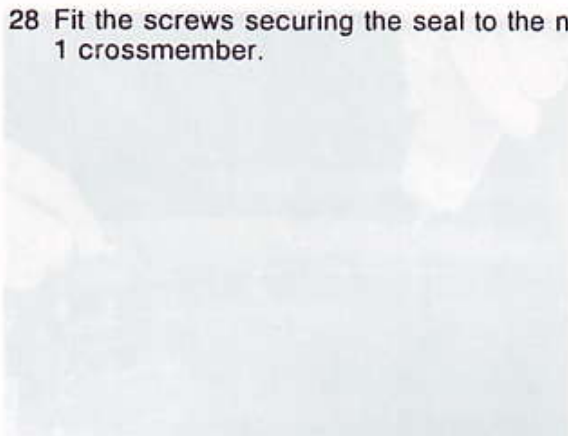
- 26 Apply a bead of adhesive along the edge of the welt cord.



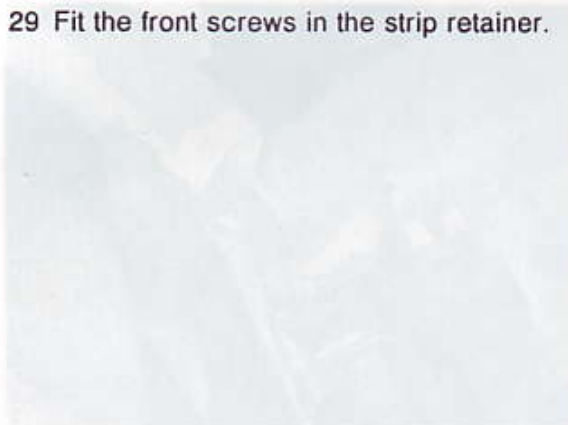
- 27 Place the front seal into position and thread the nuts onto the seal-retainer bolts.



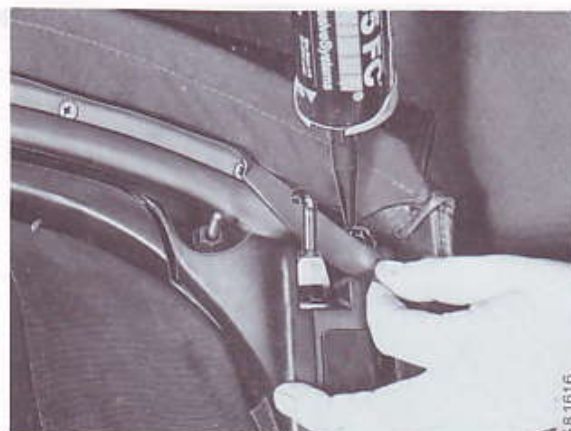
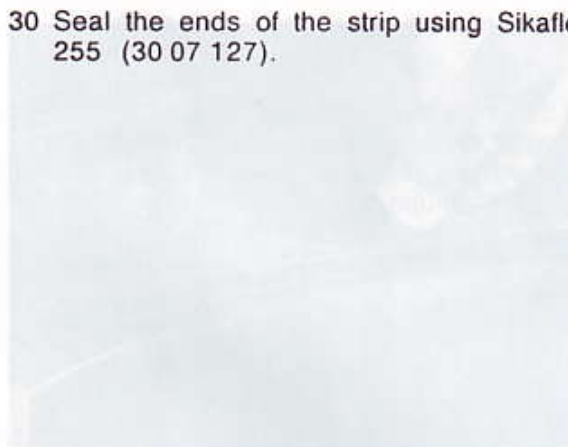
- 28 Fit the screws securing the seal to the no. 1 crossmember.



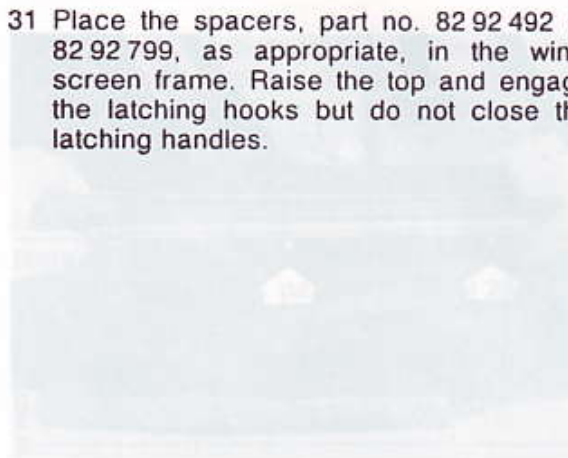
- 29 Fit the front screws in the strip retainer.



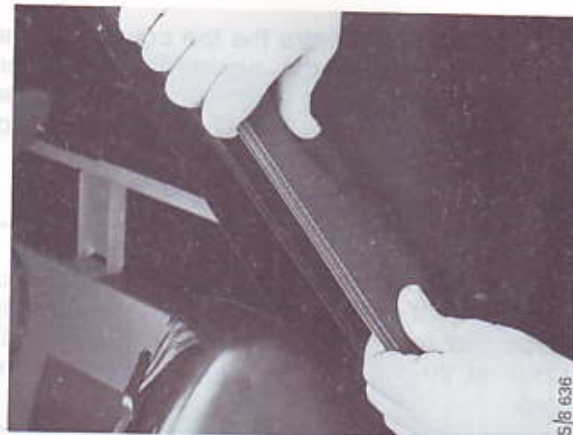
- 30 Seal the ends of the strip using Sikaflex 255 (30 07 127).



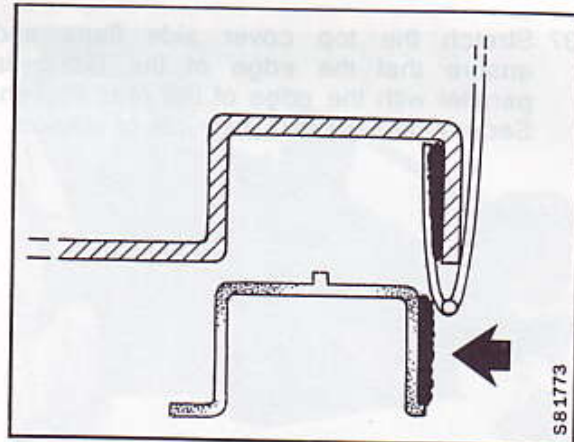
- 31 Place the spacers, part no. 82 92 492 or 82 92 799, as appropriate, in the windscreen frame. Raise the top and engage the latching hooks but do not close the latching handles.



- 32 Stretch the top fabric by pulling it down over the rails at the back and glue the top to the rails.



- 33 Apply adhesive along the outside edges of the rear seals.



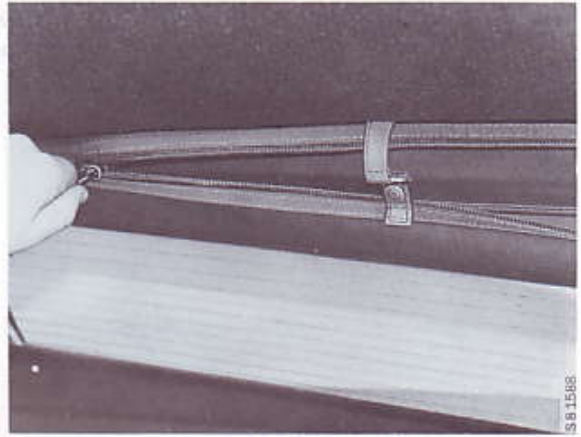
- 34 Place the rear seals in position, tighten the acorn nuts and fit the ties. Use cable ties, part no. (10) 79 71 899.

In order not to leave sharp edges that could damage the fabric, do not cut the ends of the ties but tuck them in instead.



35 Hang the rear screen from the strap and close the zip.

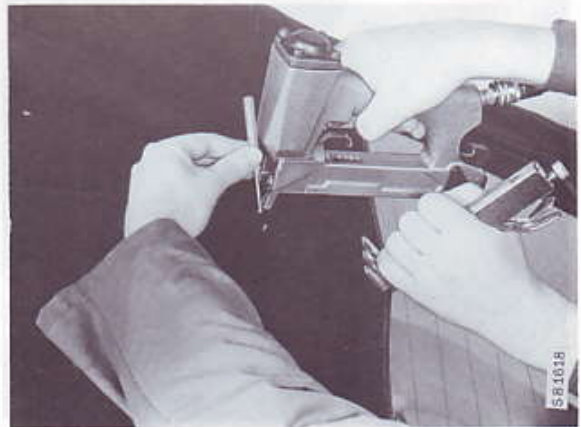
36 Place a protective cover over the luggage-compartment lid.



Using a drift, centre the top cover over the centre hole in the no. 4 crossmember. Stretch the fabric by pulling it towards the rear of the car and use a couple of staples to fix it into position.

Note

To ensure that the top cover is not pulled out of alignment, carry out each of the following steps (up to and including step 45) on both sides of the car before going on to the next step.



37 Stretch the top cover side flaps and ensure that the edge of the fabric is parallel with the edge of the rear screen. Secure the flaps with a couple of staples.



38 Stretch the top cover by pulling it down and towards the rear of the car at the side, and secure with a couple of staples.

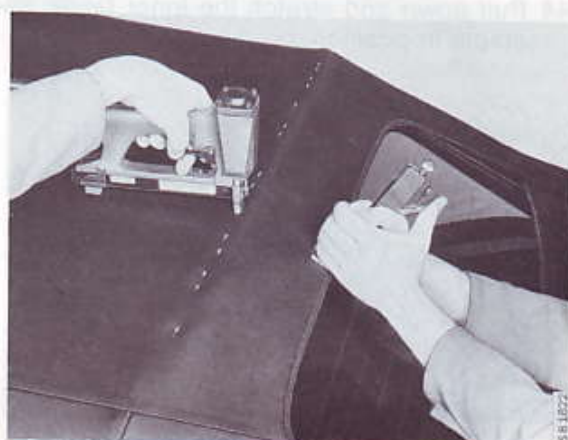


- 39 Remove the staples in the side panels, stretch the fabric again and use a couple of staples to hold it in place.

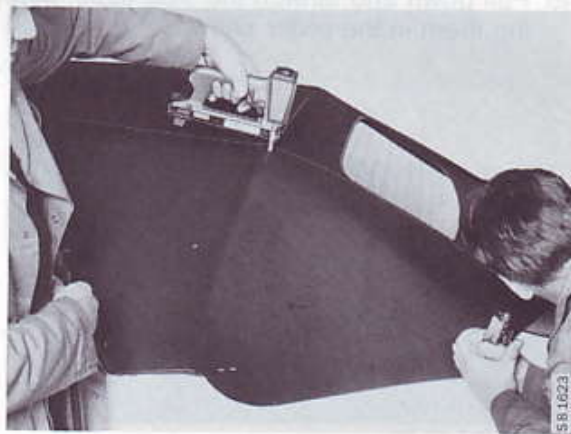


- 40 Remove the staples from the middle of the no. 4 crossmember, stretch the top fabric and secure by means of a couple of staples.

Stretch the cover by pulling it towards the rear of the car and staple it to the no. 4 crossmember. Stapling should be done along the centre-line between the seams, alternating between the right and left sides of the car.



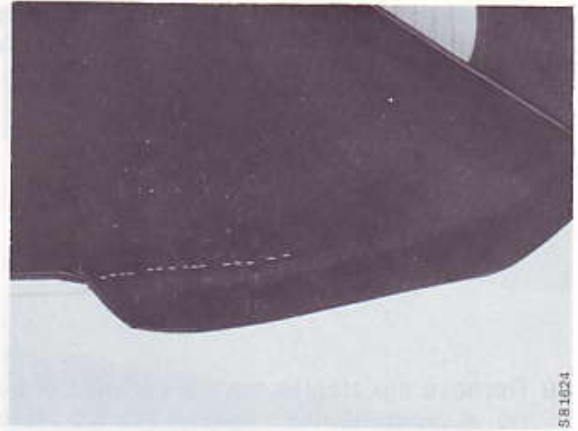
- 41 Stretch the cover towards the rear on either side. Staple the fabric at the outboard ends of the no. 4 crossmember, outboard of the seams.



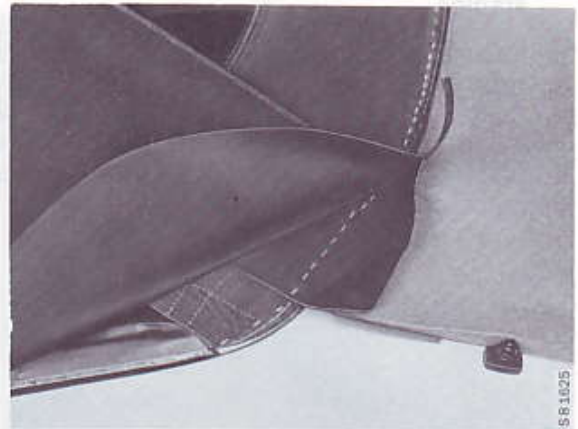
- 42 Remove the staples from the side panels, restretch the fabric and staple in position using a couple of staples.



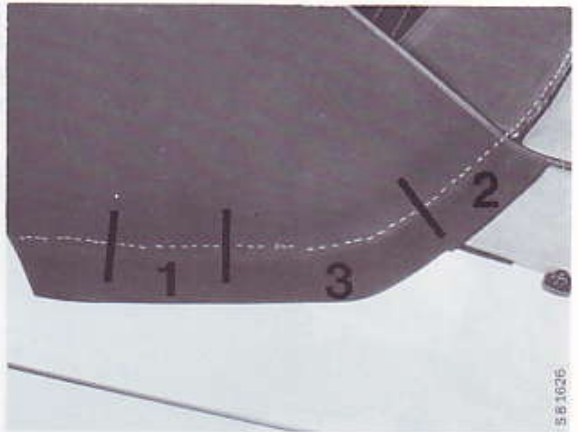
- 43 Pull down the top cover side flaps to stretch them and staple the front part of the side flaps in position. Do not staple in the holes in the stretcher.



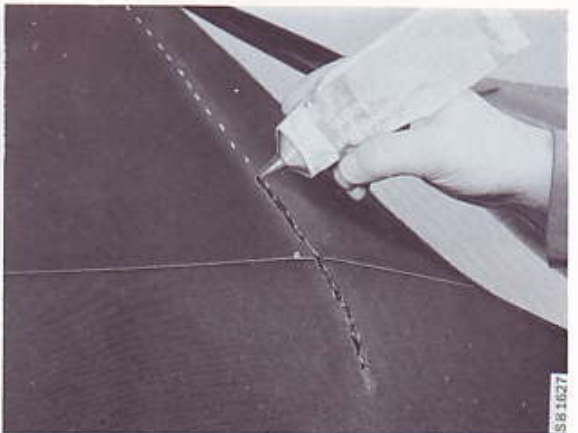
- 44 Pull down and stretch the inner fabric and staple in position.



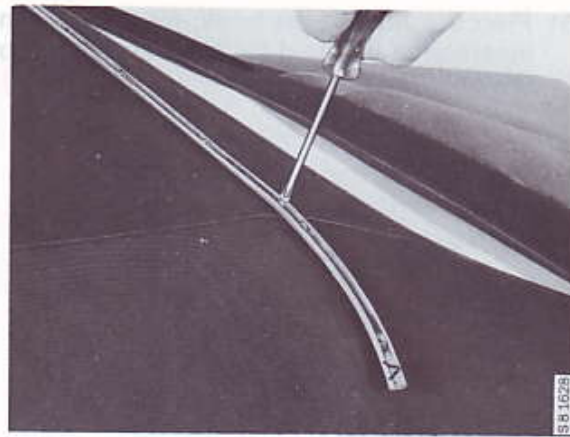
- 45 Pull down and stretch the side flaps, stapling them in the order shown.



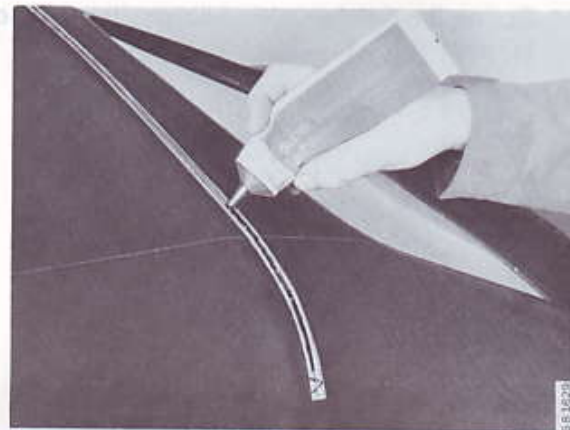
- 46 Apply a bead of adhesive along the line of staples in the no. 4 crossmember.



- 47 With the left and right marks correctly orientated, screw the feature-strip retainer into place on the no. 4 crossmember.



- 48 Apply a bead of adhesive along the retainer.



- 49 Press the feature strip into position and screw on the end caps.



- 50 Trim the edges to remove surplus fabric.

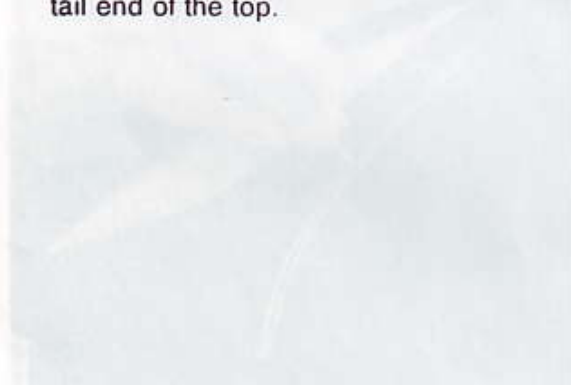
If the fabric is of Cambria make, use a heat gun to fuse the edges to prevent their fraying.



- 51 Pierce a hole in the fabric for subsequent insertion of the stud for the side section of the spoiler assembly.



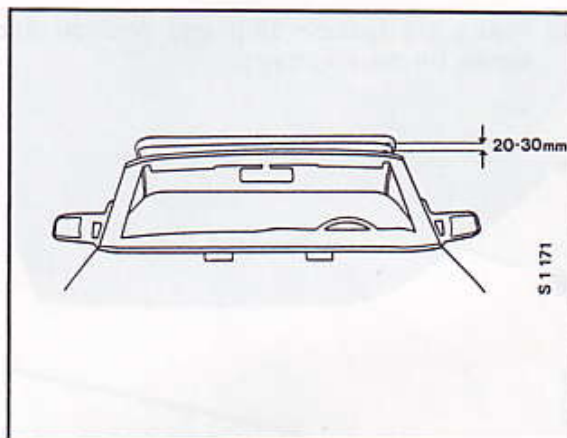
- 52 Screw the finisher strip into position at the tail end of the top.



- 53 Remove the spacers from the windscreen frame and raise the top assembly.

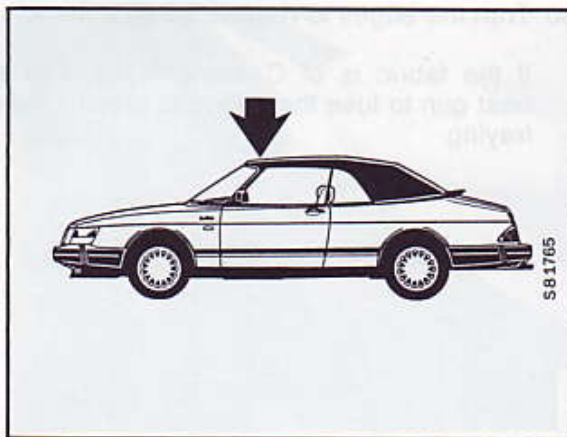
Check that the top comes to rest 20 - 30 mm from the windscreen frame.

If adjustment is necessary, see page 800-4.

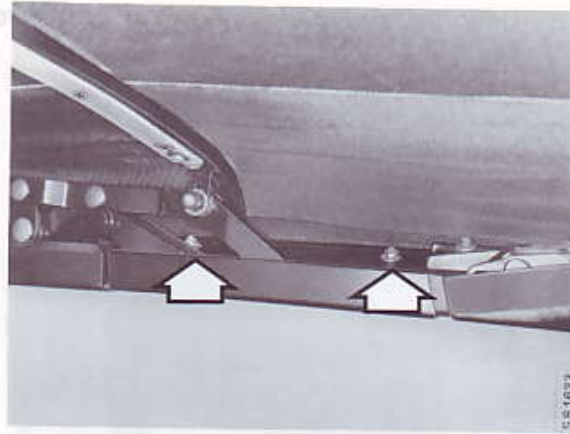


Check the adjustment of the latching hooks by latching the top in position and then pressing down on the front corners of the top. No play should be present.

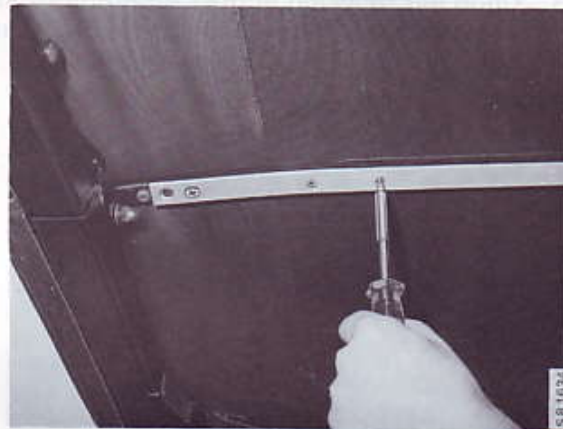
If adjustment is necessary, see page 800-5.



- 54 Adjust the position of the front seal snug against the door glass and tighten the nuts securing the seal retainer.



- 55 Fit the screws securing the anti-ballooning strips inside the pockets on the no. 2 and no. 3 crossmembers.



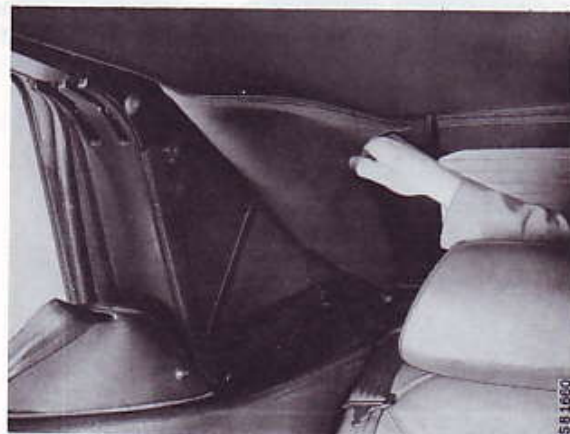
- 56 Fit the spoiler assembly (see section 830).

- 57 Fit the headlining (see page 812-24).

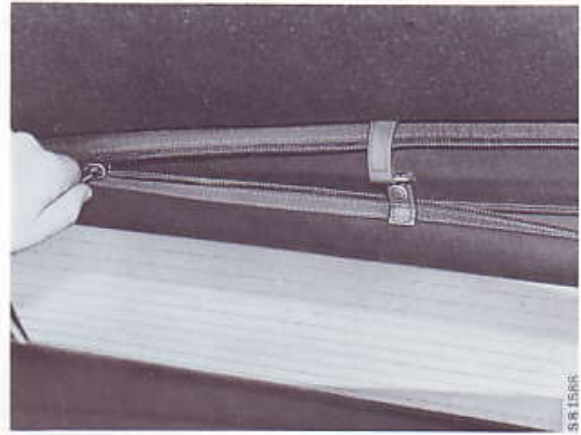
Headlining

To remove

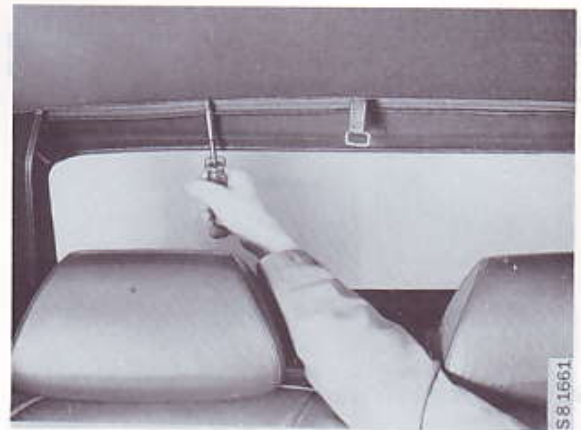
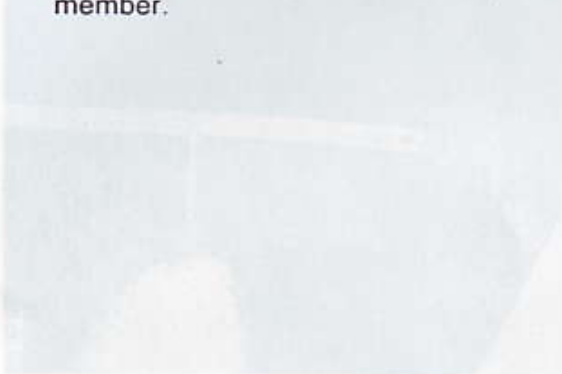
- 1 Release the press studs and Velcro fasteners securing the headlining side flaps at the back.



- 2 Undo the zip, release the strap and lower the rear screen.



- 3 Undo the retaining screws and remove the strip from the no. 4 top-assembly cross-member.



- 4 Pull away the headlining from the adhesive tape holding it in place on the no. 4 crossmember and let it hang free.

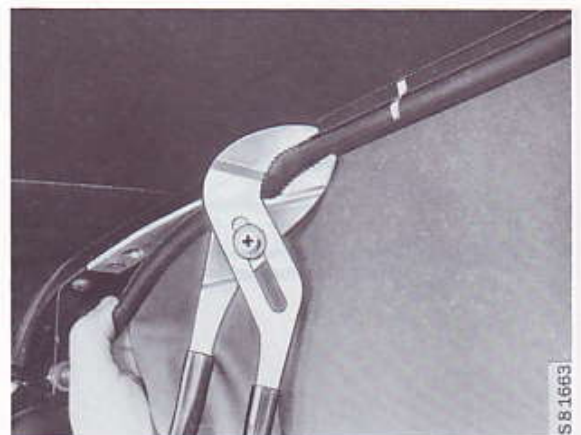
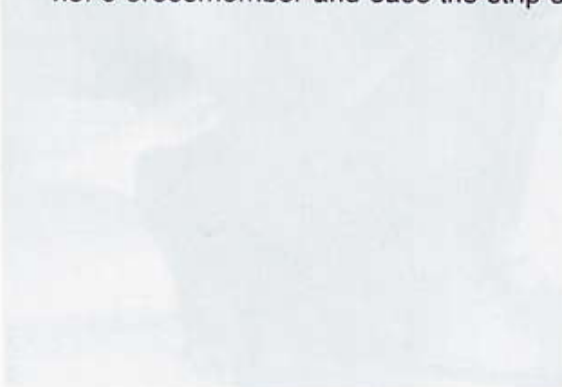
Check that the top corner is not 20-30 mm from the side screen frame.

If adjustment is necessary, see page 812-23

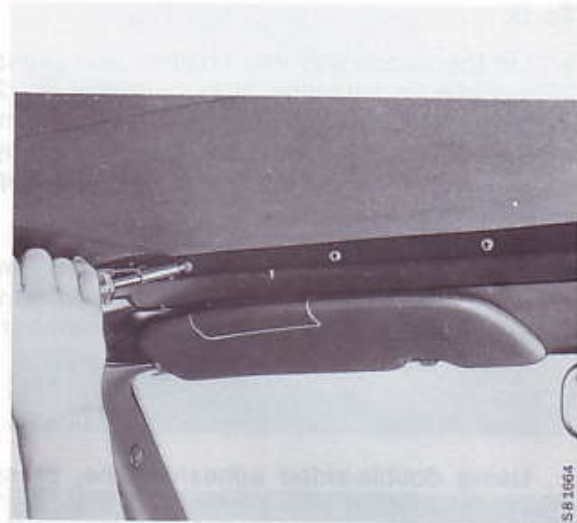
4



- 5 Mark the position of the cover strip on the no. 3 crossmember and ease the strip off.



- 6 Mark the position of the strip on the no. 2 crossmember and ease the strip off.
- 7 Remove the screws from the finisher strip on the no. 1 top-assembly crossmember.



- 8 Release the latching handle and remove the finisher strip (secured by adhesive tape).



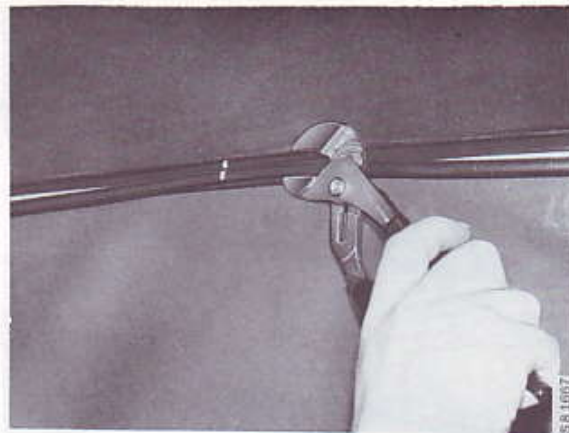
- 9 Pull the headlining away from the adhesive tape holding it in position on the no. 1 crossmember and lift it out of the car.



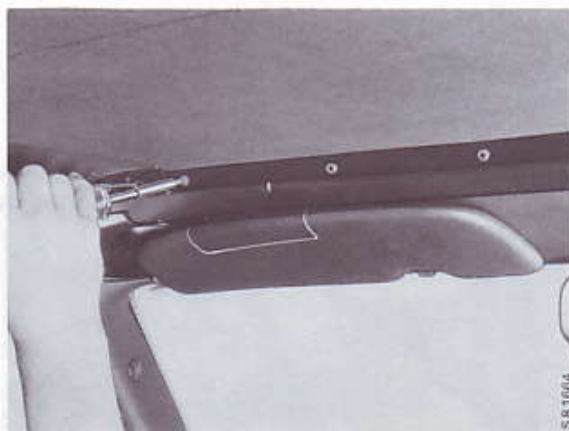
To fit

- 1 Lift the headlining into position and press the plastic retaining strip onto the no. 2 crossmember of the top assembly. Ensure the strip is positioned centrally by lining up the marks made before the strip was removed.

If a new headlining is being installed, ensure that the retainer strip is equidistant from either end of the no. 2 crossmember.

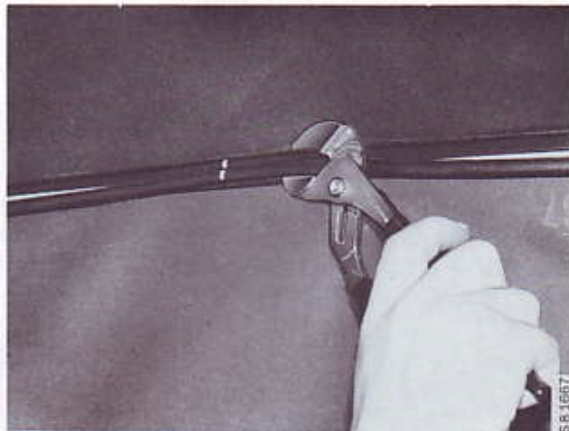


- 2 Using double-sided adhesive tape, press the headlining into position on the no. 1 crossmember and screw the finisher strip into place. Take care to align the finisher if it is bent.



- 3 Press the plastic retainer strip into position on the no. 3 crossmember. Ensure the strip is positioned centrally by lining up the marks made before the strip was removed.

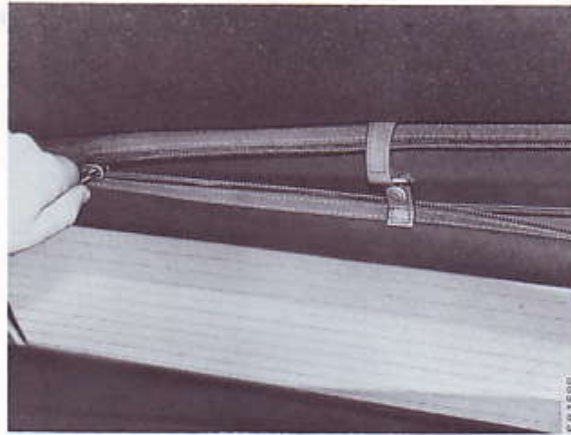
If a new headlining is being installed, ensure that the retainer strip is equidistant from either end of the no. 2 crossmember.



- 4 Press the headlining onto the double-sided adhesive tape on the no. 4 crossmember and screw the metal strip into position. Note that the strap for the rear screen is retained by means of the middle screw.



- 5 Hang the rear screen from the strap and zip up the fastener.



- 6 Secure the headlining side panels at the rear by means of the press studs and Velcro fasteners.



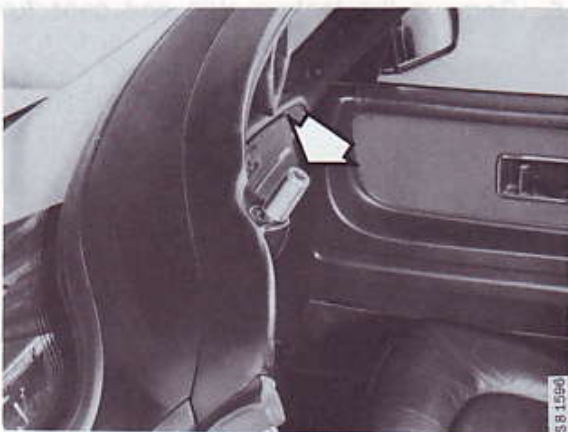
- 7 Secure the Velcro fasteners along the side rails.

Rear screen

To remove

To ensure that the rear screen remains positioned equidistant from either side, the complete screen assembly, including the panel secured by a zip to the no. 4 top-frame crossmember, must be replaced.

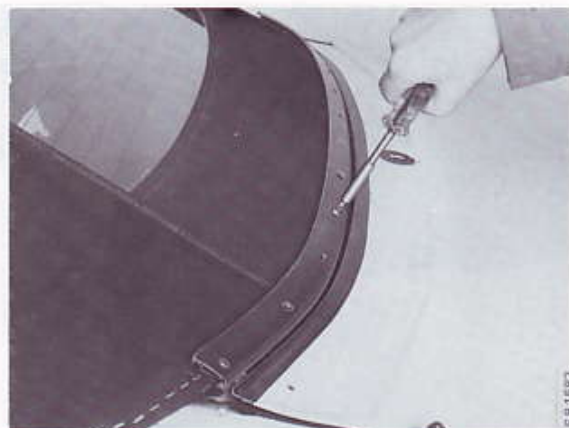
- 1 Remove the spoiler assembly (see page 830-1).
- 2 Fit the spacers, part no. 82 92 492 or 82 92 799, as appropriate, in the wind-screen frame.



- 3 Engage the latching hooks but do not close the latching handles.



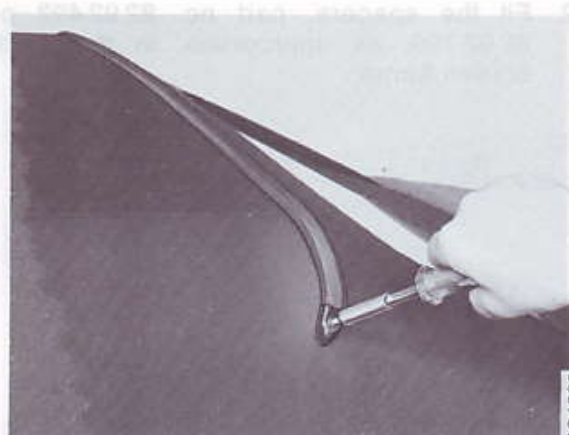
- 4 Remove the finisher from the tail edge of the top cover.



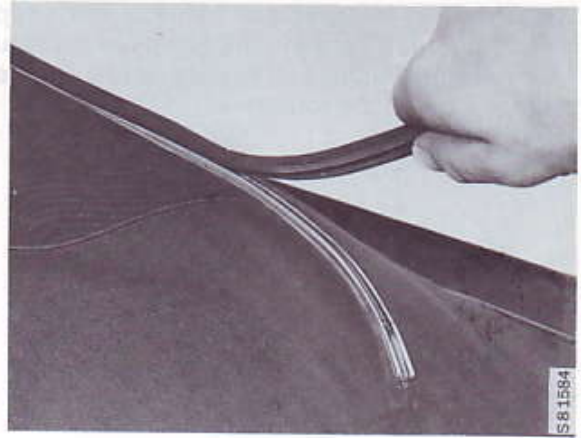
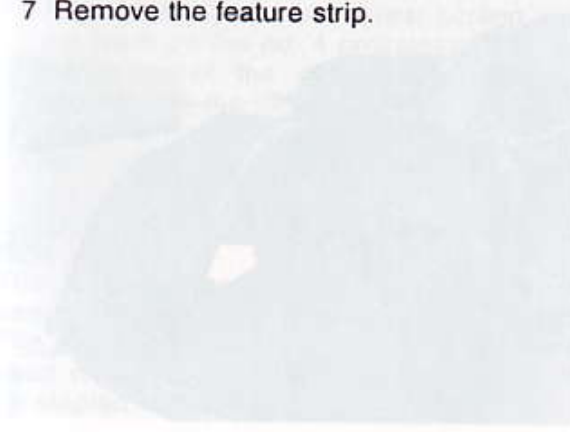
- 5 Remove all the staples from the tail edge of the cover.



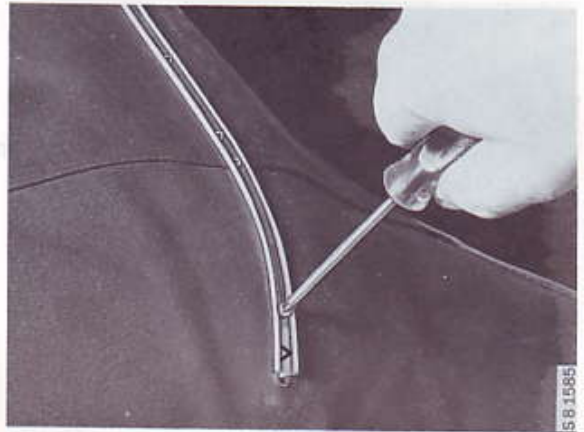
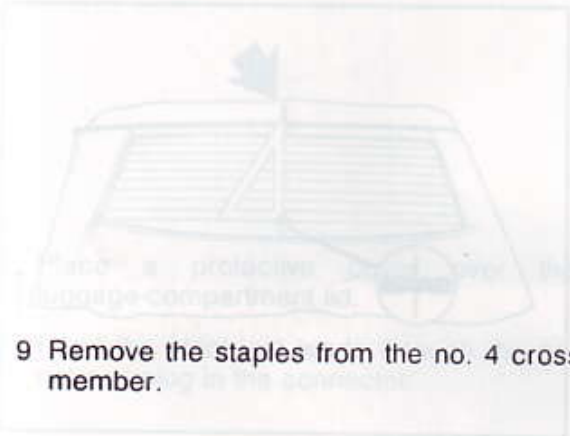
- 6 Remove the feature strip end caps from the no. 4 crossmember.



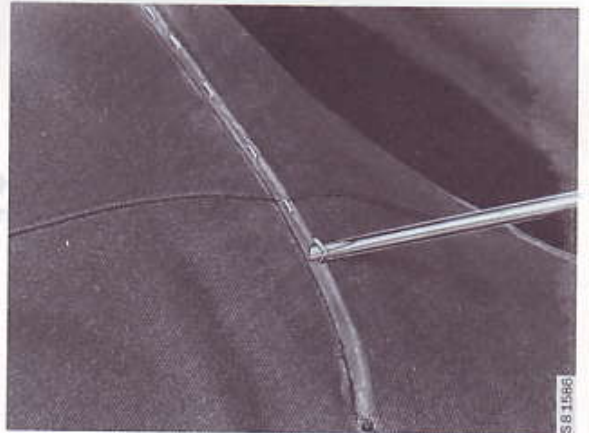
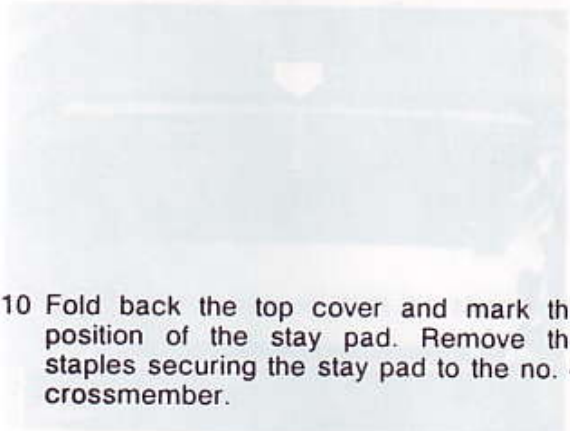
7 Remove the feature strip.



8 Mark the ends of the aluminium retainer strip to show which is left and which is right, and remove the strip retainer.



9 Remove the staples from the no. 4 cross-member.



10 Fold back the top cover and mark the position of the stay pad. Remove the staples securing the stay pad to the no. 4 crossmember.

11 Remove the staples holding the top panel of the rear screen to the no. 4 cross-member.

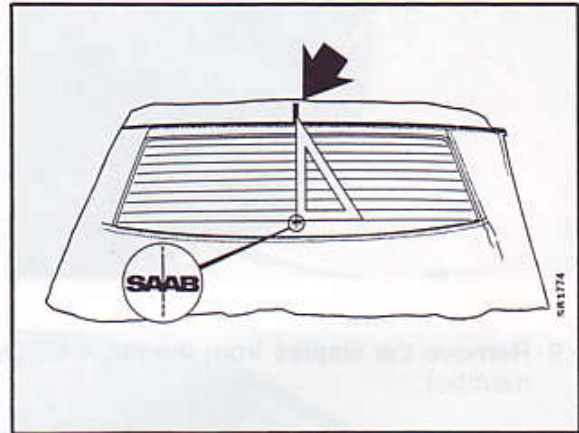


- 12 Unzip the fastener and release the strap for the rear screen. Unplug the electrical connector from the screen and pull the leads out of the fabric.

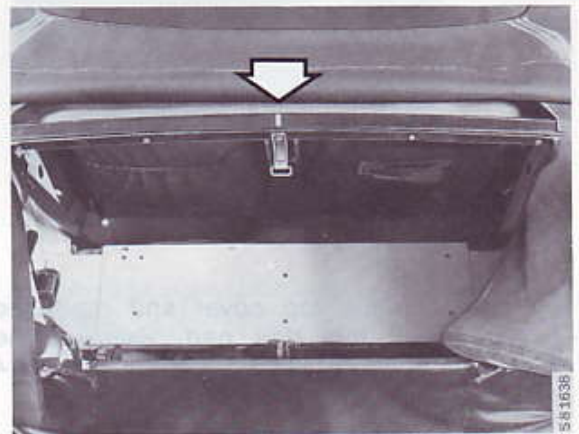


To fit

- 1 Using a setsquare, mark the screen centre, as shown.



- 2 Mark the midway position along the no. 4 crossmember. This should be in line with the retaining screw for the strap.



- 3 Unzip the fastener on the new screen.

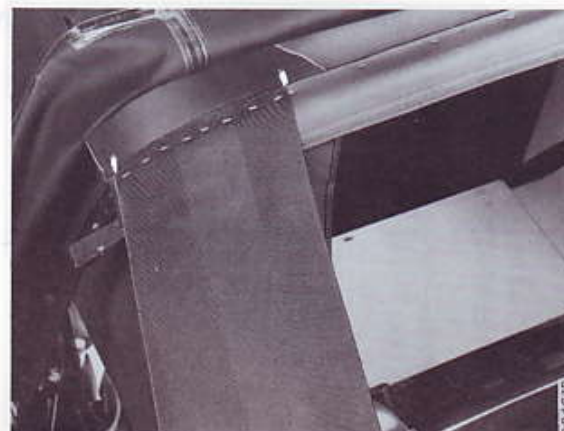
- 4 Align the top panel of the rear screen with the mark on the no. 4 crossmember. The top edge of the panel must also be aligned with the forward edge of the no. 4 crossmember. Staple the panel into position.

Note

The long staples, part no. 69 34 285, are used for stapling two or more layers of fabric. The short staples, part no. 69 35 712, are used when only one layer of fabric needs to be stapled.



- 5 Line up the stay pad with the marks and staple it onto the no. 4 crossmember.



- 6 Place a protective cover over the luggage-compartment lid.
- 7 Feed the electrical leads through the panel and plug in the connector.

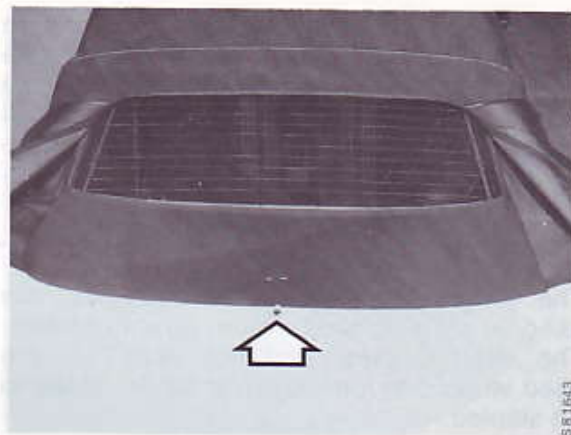


- 8 Hang the rear screen from the strap and close the zip.

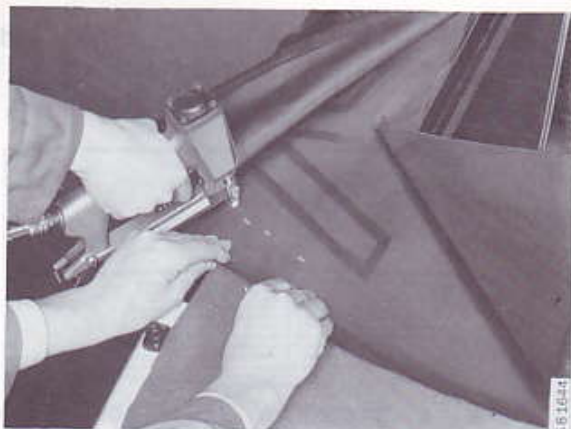


- 9 Fold the top cover back down over the no. 4 crossmember.

Stretch the panel fabric by pulling it down, aligning the notch with the hole in the luggage-compartment lid. Fix the panel in position by means of a couple of staples.



- 10 Stretch the bottom flaps on either side and staple them in position.



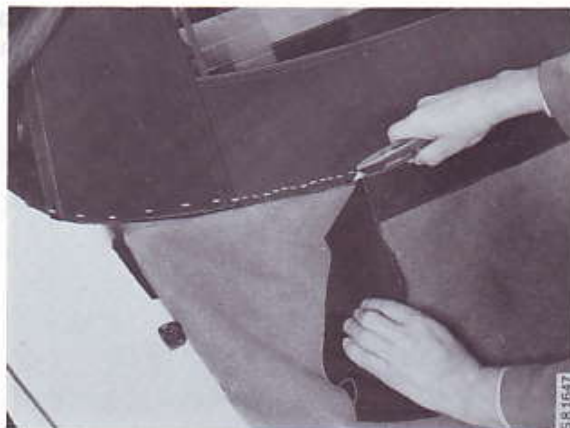
- 11 Remove the staples from the middle of the panel, stretch the panel again and secure by means of a couple of staples.



- 12 Staple the rear panel and side flaps into position, working outwards from the middle.



- 13 Trim off the surplus fabric. If the fabric is of Cambria make, fuse the edges by means of a heat gun to prevent their fraying.



- 14 Pull the stay pads tight and staple them in position.



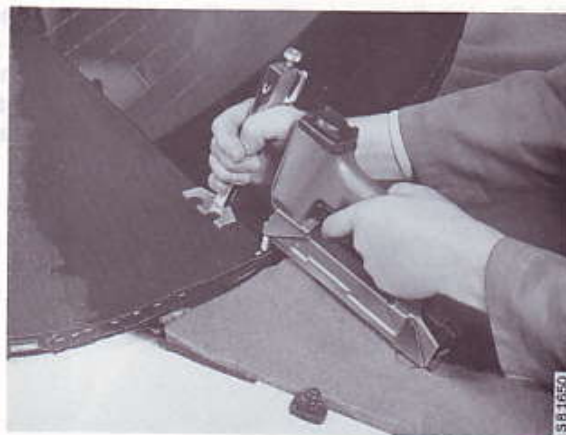
- 15 Centre the top cover by inserting a drift in the hole in the middle of the no. 4 crossmember. Stretch the cover by pulling it down, towards the rear of the car, and fix it in position by means of a couple of staples.



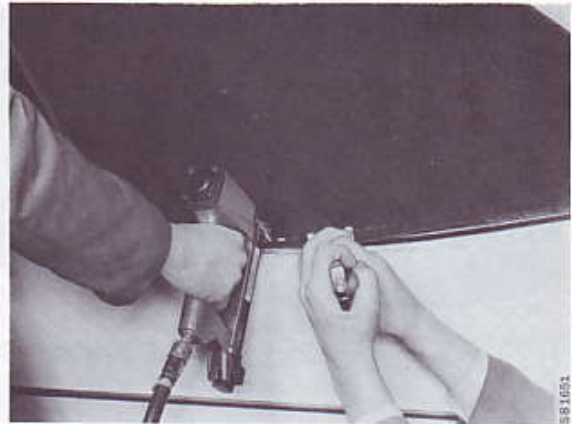
Note

To ensure that the top cover is not pulled out of alignment, carry out each of the following steps (up to and including step 25) on both sides of the car before going on to the next step.

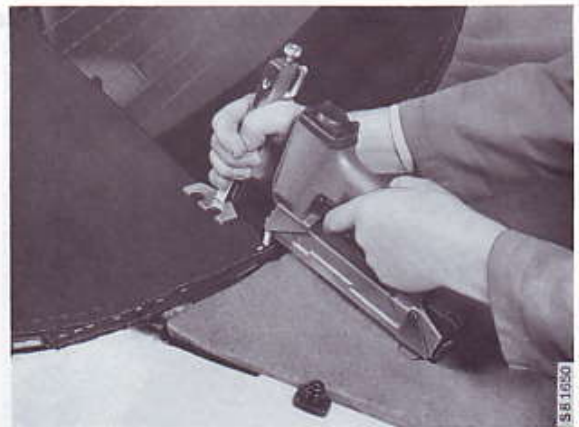
- 16 Stretch the top cover side panels, ensuring that the edges are parallel to the edges of the rear panel. Fix the panels in position by means of a couple of staples.



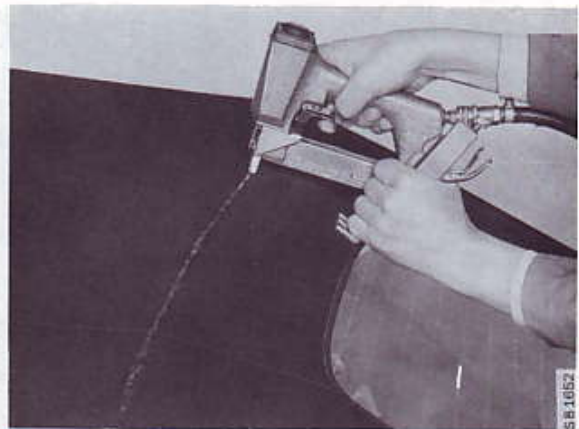
- 17 Stretch the top cover on either side by pulling it down and towards the rear, and secure by means of a couple of staples.



- 18 Remove the staples in the side panels, stretch the fabric again and secure with a couple of staples.



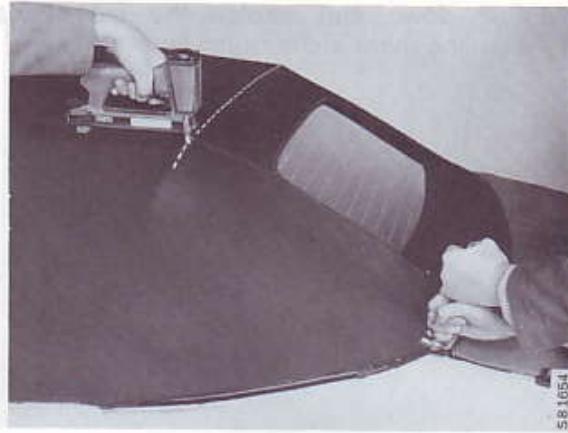
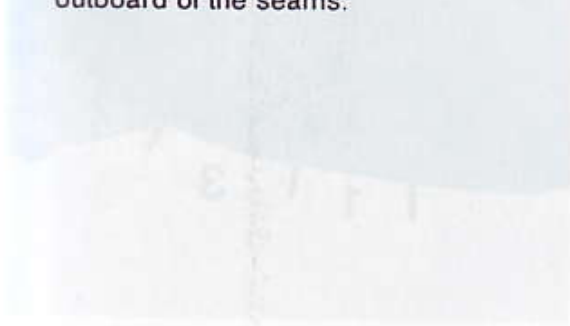
- 19 Remove the staples from the middle of the no. 4 crossmember, stretch the cover again and secure by means of a couple of staples.



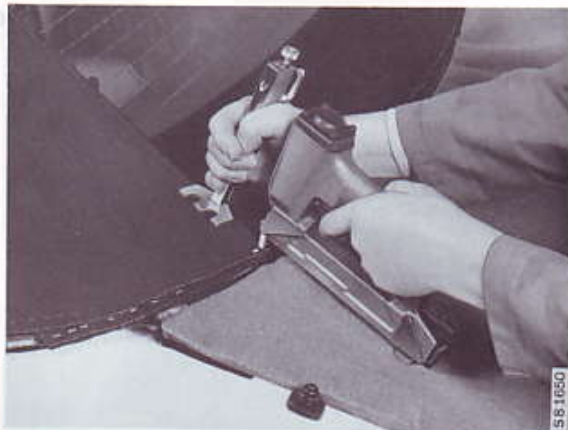
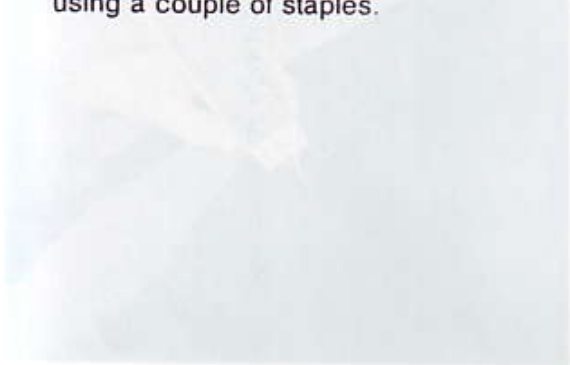
- 20 Stretch the cover by pulling it towards the rear of the car and staple it to the no. 4 crossmember. Stapling should be done along the centre-line between the seams, alternating between the right and left sides of the car.



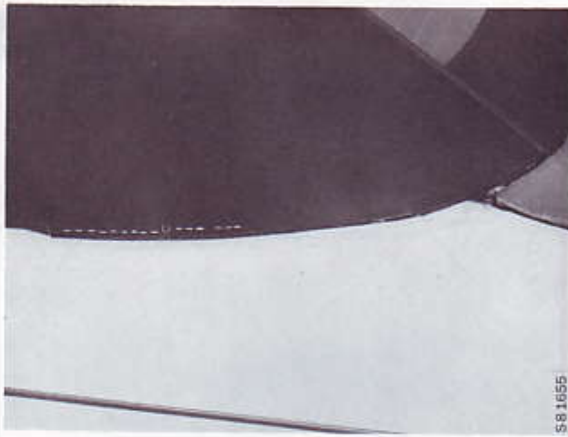
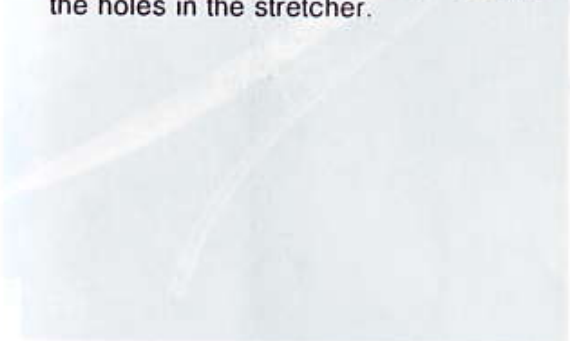
- 21 Stretch the cover towards the rear on either side. Staple the fabric at the outboard ends of the no. 4 crossmember, outboard of the seams.



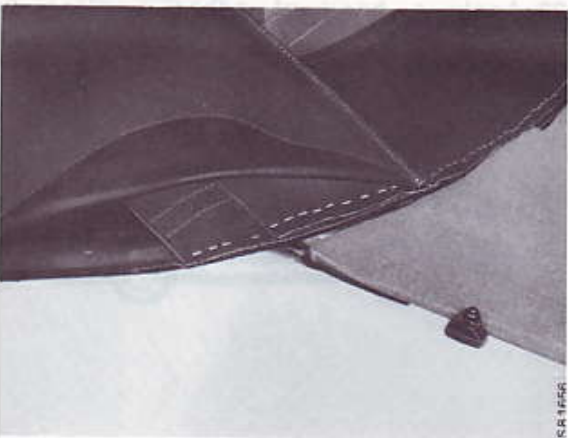
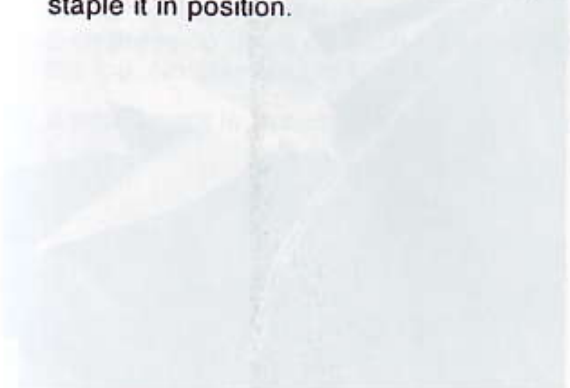
- 22 Remove the staples from the side panels, restretch the fabric and staple in position using a couple of staples.



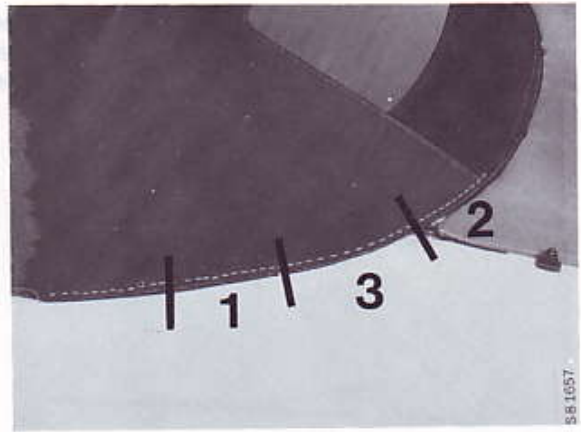
- 23 Pull down the top cover side flaps to stretch them and staple the front part of the side flaps in position. Do not staple in the holes in the stretcher.



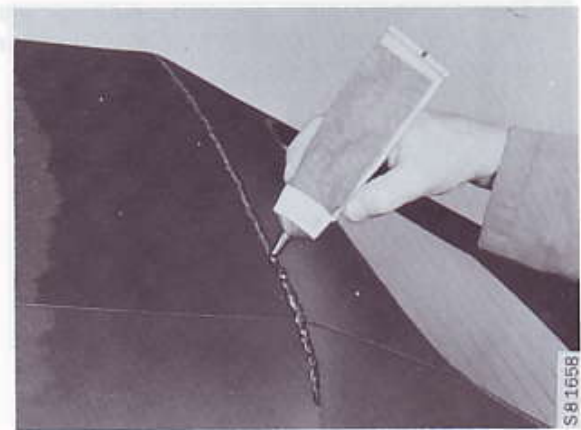
- 24 Pull down and stretch the inner fabric, and staple it in position.



- 25 Pull down and stretch the side flaps, stapling them in the order shown.



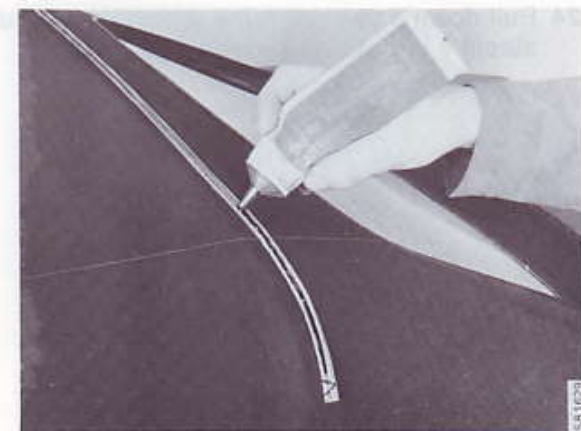
- 26 Apply a bead of adhesive along the line of staples in the no. 4 crossmember.



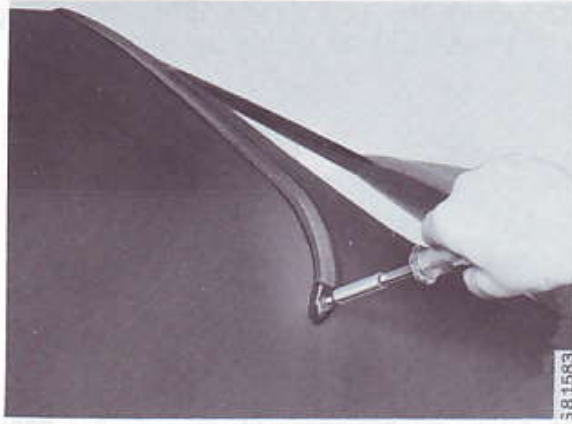
- 27 With the left and right marks correctly orientated, screw the feature-strip retainer into place on the no. 4 crossmember.



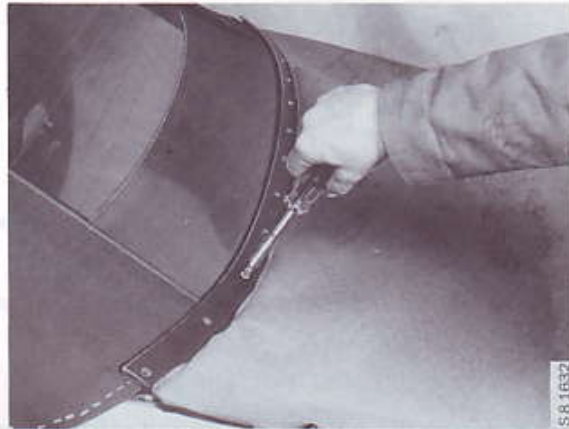
- 28 Apply a bead of adhesive along the retainer.



- 29 Press the feature strip into position and screw on the end caps.



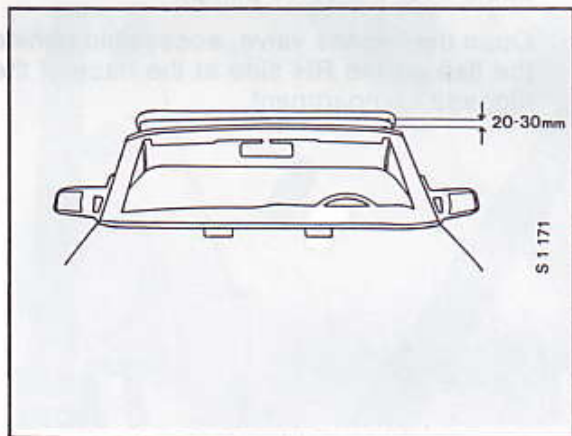
- 30 Trim the edges to remove surplus fabric.



- 31 Remove the spacers from the windscreen frame and raise the top assembly.

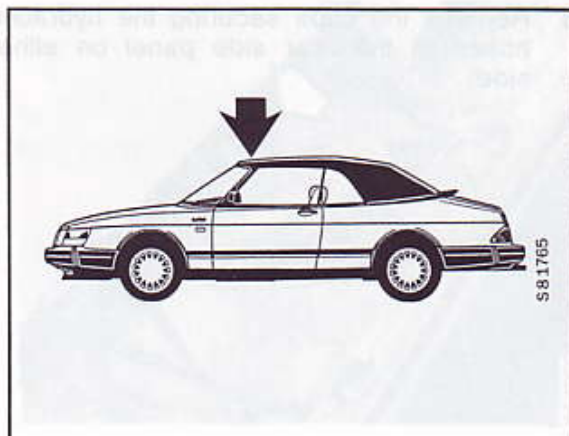
Check that the top comes to rest 20 - 30 mm from the windscreen frame.

If adjustment is necessary, see page 800-4.



Check the adjustment of the latching hooks by latching the top in position and then pressing down on the front corners of the top. No play should be present.

If adjustment is necessary, see page 800-5.



- 32 Secure the side panels of the headlining by means of the Velcro fasteners.

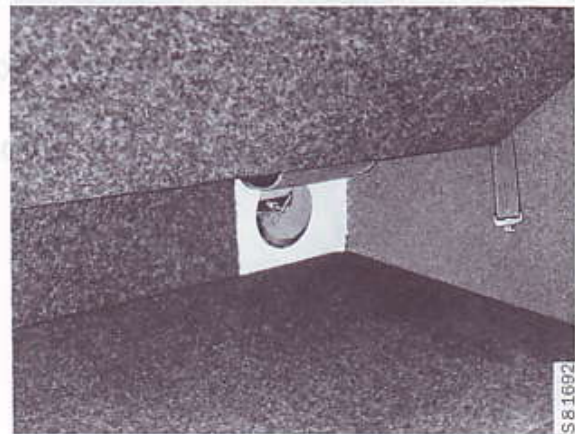


- 33 Fit the spoiler assembly (see section 830).

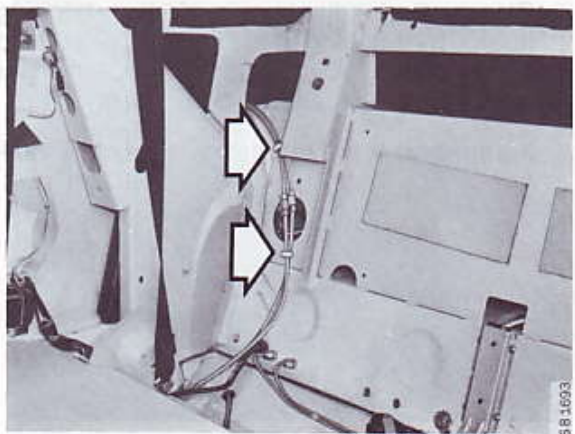
Hydraulic system

To remove

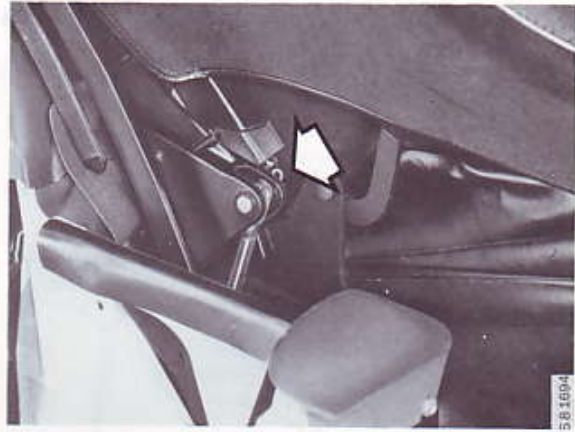
- 1 Remove the rear-seat cushion (see page 852-1).
- 2 Remove the rear-seat backrest (see page 852-1)
- 3 Remove the side trim (see page 851-1).
- 4 Release the handbrake (to put slack in the cable over the servo pump).
- 5 Open the bypass valve, accessible behind the flap on the RH side at the back of the luggage compartment.



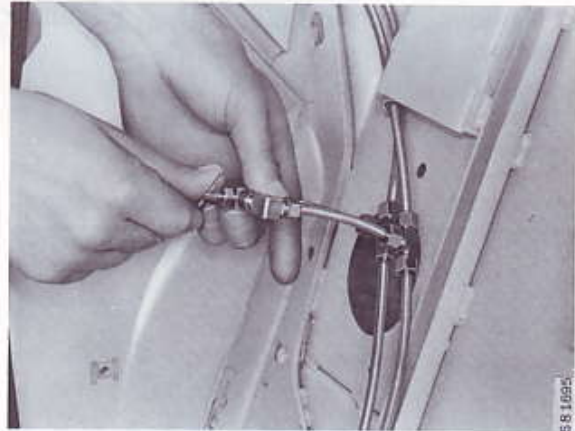
- 6 Release the clips securing the hydraulic hoses to the rear side panel on either side.



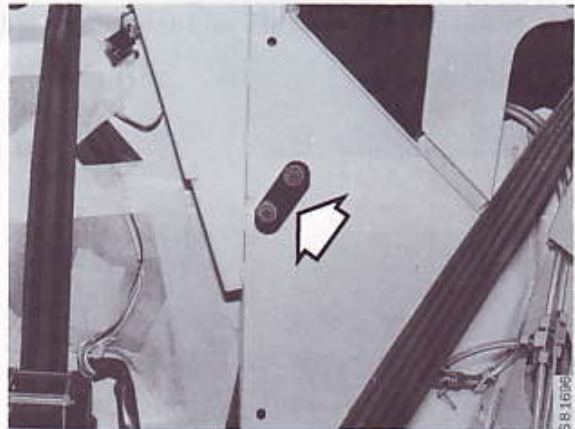
- 7 Remove the pin-retaining clip (split pin) from the piston rod on either side. Note the positions of the washers and spacers and withdraw the clevice pin on either side.



- 8 Close the bypass valve. Switch on the ignition and, by means of the switch for the top, fully retract the pistons. Switch off the ignition.



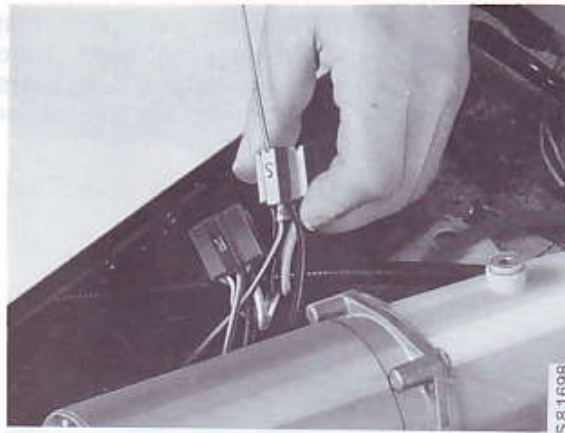
- 9 Undo the securing bolts for the servo cylinders.



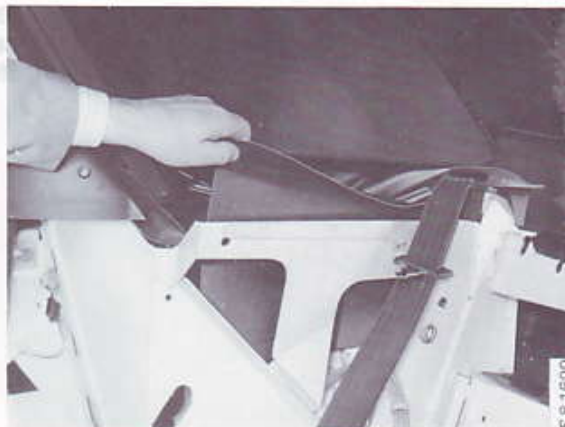
- 10 Lift the servo pump off its seating and unplug the connectors from the relays.



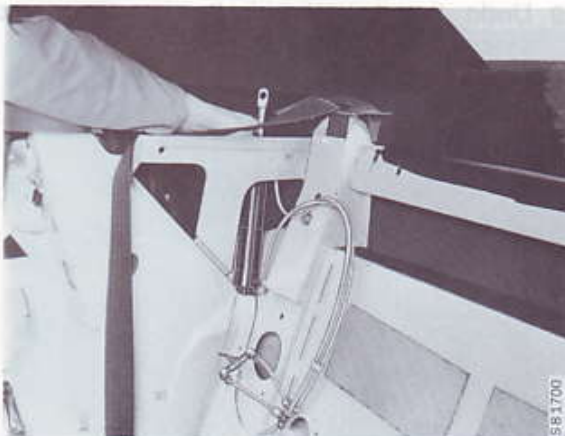
- 11 Label the connectors and disconnect the leads from the pump.



- 12 Remove the moisture barrier on either side.



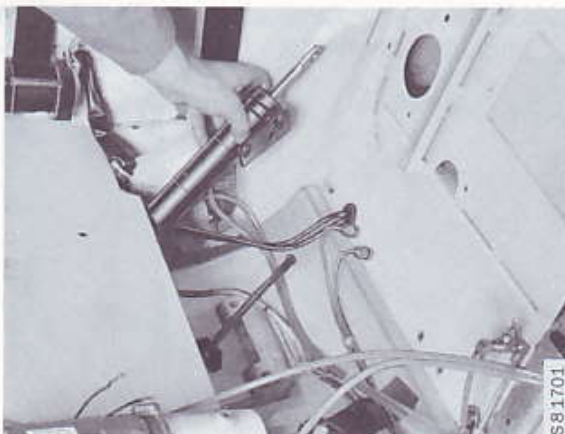
- 13 Lift the servo cylinders and feed them out through the apertures in the side panels.



- 14 Pass the cylinder on the RH side underneath the fuel lines and handbrake cable.

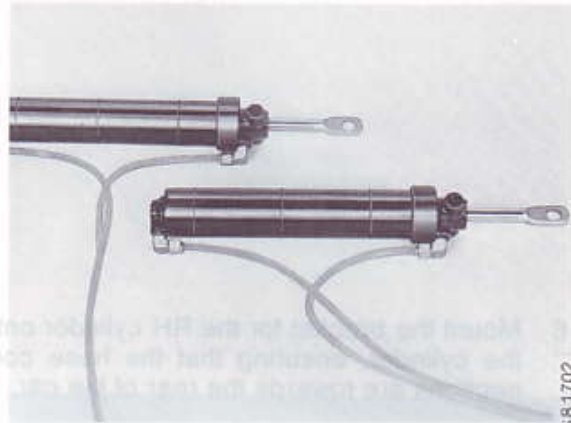
Lift out the hydraulic system complete.

Label the bracket for each cylinder (right & left) and put them to one side.



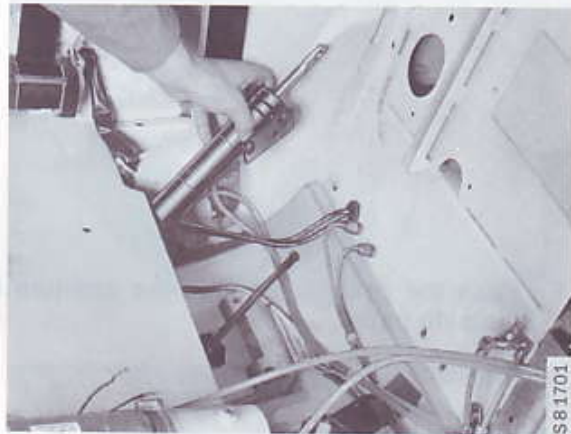
To fit

- 1 Bleed the hydraulic system to expel all air (see page 812-44). This must be done before the system is installed in the car.
- 2 Ensure that the pistons are fully retracted.



S81702

- 3 Pass the RH servo cylinder and bypass valve under the handbrake cable and fuel lines.



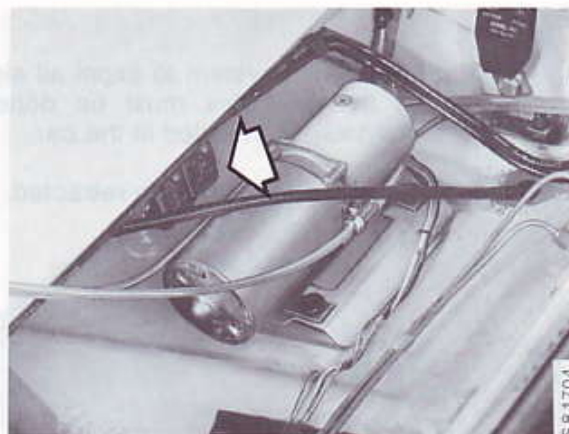
S81701

- 4 Plug in the pump connectors, noting the markings to ensure that the right connectors are plugged together.

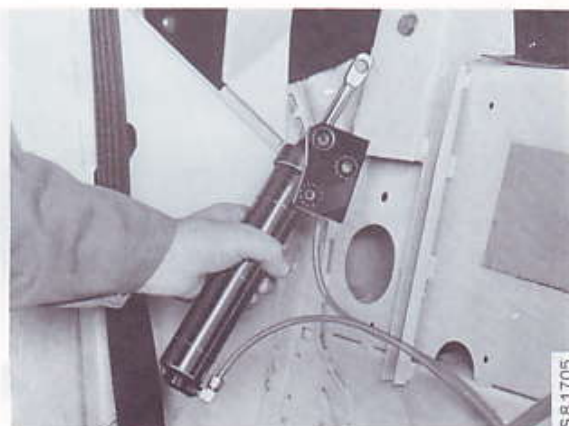


S81703

- 5 Plug the connectors onto the relays. Pass the pump underneath the handbrake cable and press the rubber bushes on the pump into the mounting plate.



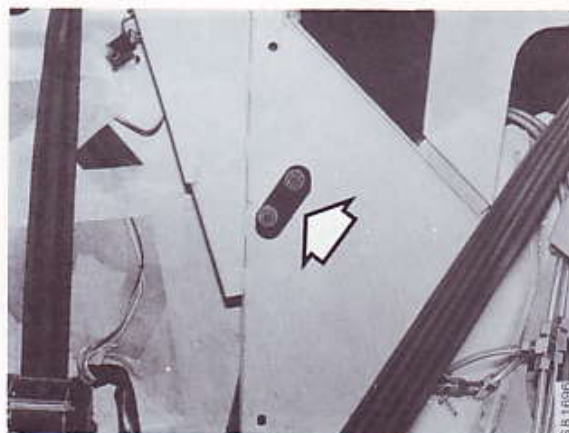
- 6 Mount the bracket for the RH cylinder onto the cylinder, ensuring that the hose connections are towards the rear of the car.



- 7 Pass the cylinder through the aperture in the side panel.



- 8 Put the cylinder into position and tighten the securing bolts, gaining access through the aperture in the panel.



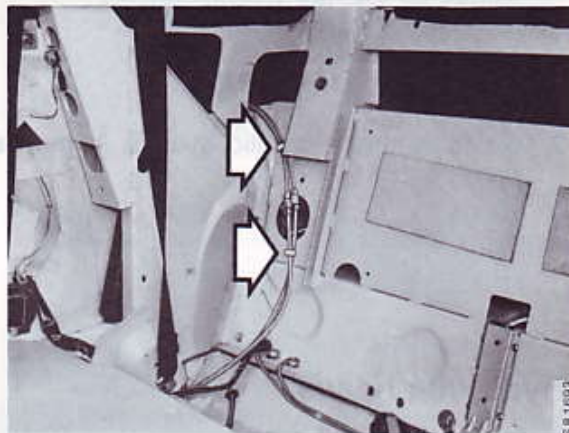
- 9 Mount the bracket on the other cylinder, again ensuring that the hose connections are towards the rear of the car.
- 10 Pass the cylinder through the rear aperture in the side panel.
Note that the hydraulic hoses should not go underneath the handbrake cable.
- 11 Put the cylinder into position and tighten the securing bolts, gaining access through the aperture in the panel.

- 12 Put back the moisture barriers on either side.



- 13 Pass the bypass valve through the aperture in the rear side panel and secure it in its clips.

- 14 Secure the hydraulic hoses in their clips.

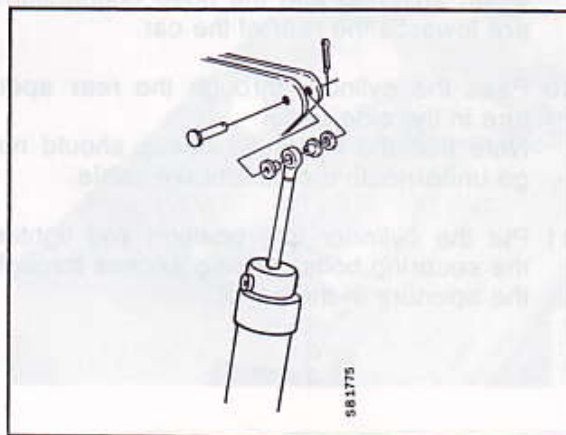


- 15 Release the latching handles for the top, to facilitate adjustment of the servo cylinder piston rods.

- 16 Operate the pump to bring the pistons into the fully extended position.

Reconnect the rods by inserting the clevis pin and securing with the split pin. Work on one piston at a time.

- 17 Refit the side trim (see page 851-2).
- 18 Fit the backrest (see page 852-2).
- 19 Fit the seat cushion (see page 852-1).
- 20 Close the latching handles for the top.



Servo pump

To remove

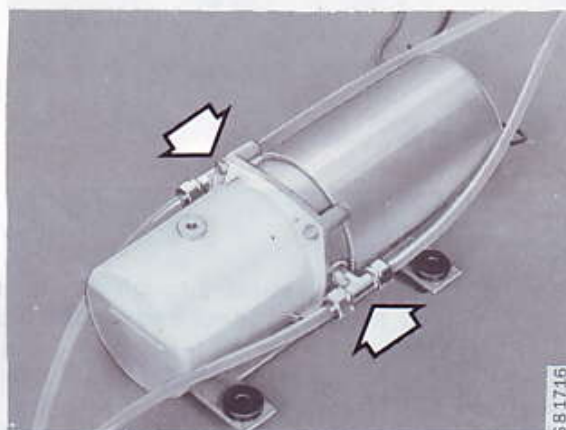
- 1 Remove the hydraulic system from the car (see page 812-36).
- 2 Label the hose connections, to indicate which is towards the front and which is towards the rear, and remove the pump.

To fit

- 1 Reconnect the hoses to their respective fittings on the new pump.

Tightening torque:
5.1 - 6.2 Nm (3.8 - 4.5 lbf ft)

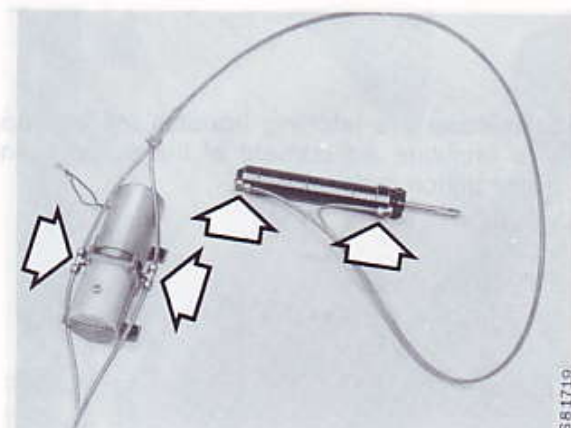
- 2 Reinstall the hydraulic system in the car (see page 812-39).



Hydraulic hoses

To remove

- 1 Remove the hydraulic system from the car (see page 812-36).
- 2 Note and mark the position of the hoses and then disconnect them from the cylinder and pump.



When replacing the RH set of hoses, the bypass valve must be transferred from the old to the new set.

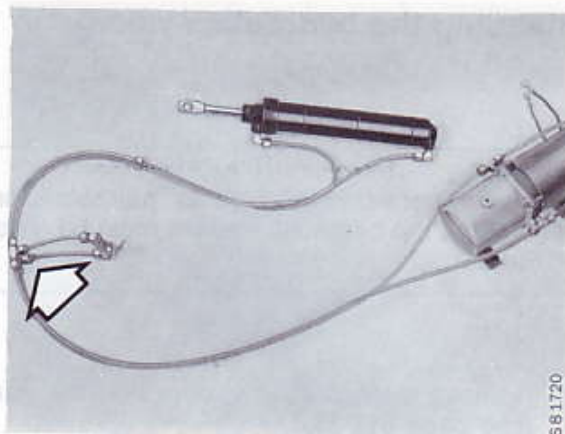
To fit

- 1 Reconnect the hoses to their respective fittings on the pump and cylinder.

Tightening torque:

5.1 - 6.2 Nm (3.8 - 4.5 lbf ft)

- 2 Reinstall the hydraulic system in the car (see page 812-39).



Servo cylinders

To remove

- 1 Remove the hydraulic system from the car (see page 812-36).
- 2 Disconnect the cylinder from the hoses.

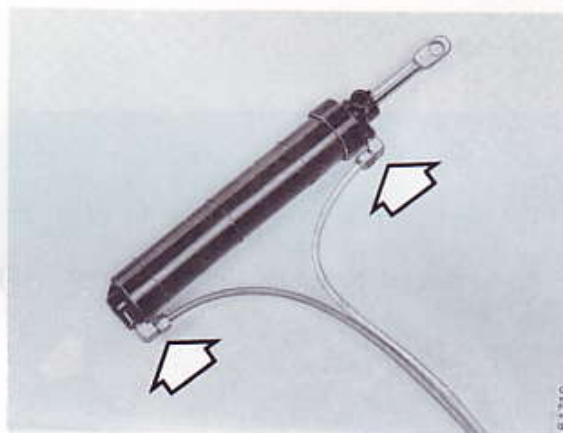
To fit

- 1 Reconnect the hoses to the cylinder. The lighter coloured hose should be connected to the fitting nearer the piston rod.

Tightening torque:

5.1 - 6.2 Nm (3.8 - 4.5 lbf ft)

- 2 Reinstall the hydraulic system in the car (see page 812-39).



Bypass valve

To remove

- 1 Remove the hydraulic system from the car (see page 812-36).
- 2 Remove the bypass valve.

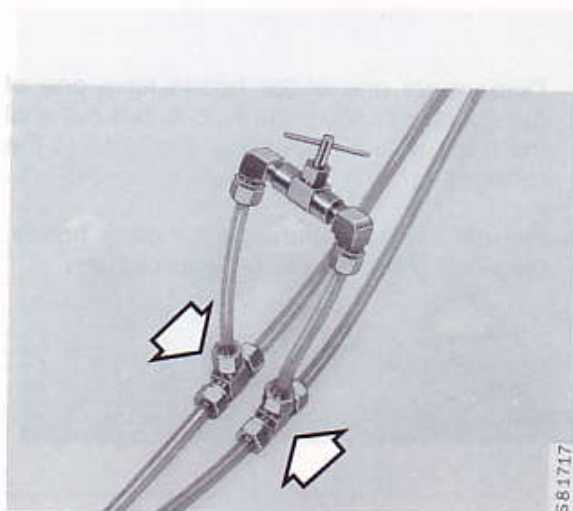
To fit

- 1 Fit the new bypass valve.

Tightening torque:

5.1 - 6.2 Nm (3.8 - 4.5 lbf ft)

- 2 Reinstall the hydraulic system in the car (see page 812-39).

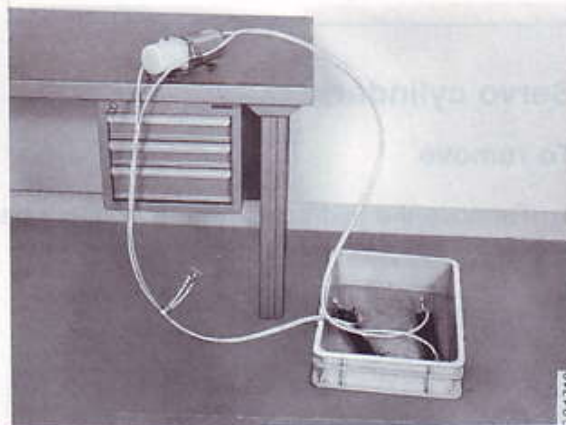


Bleeding the hydraulic system

Note

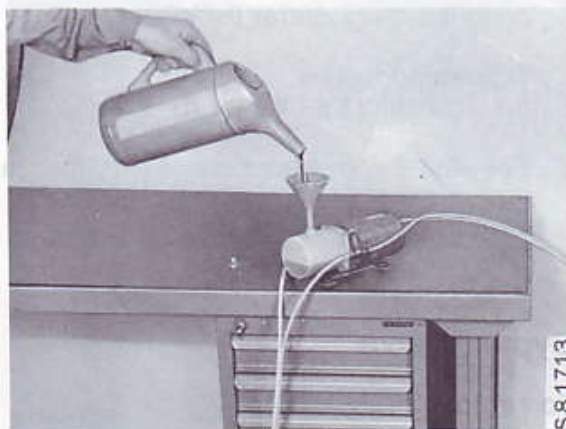
To avoid possible damage to paintwork or upholstery, the hydraulic system must be bled off the car.

- 1 Remove the hydraulic system from the car (see page 812-36).
- 2 Place the pump on the workbench and the cylinders inside a tray on the floor.



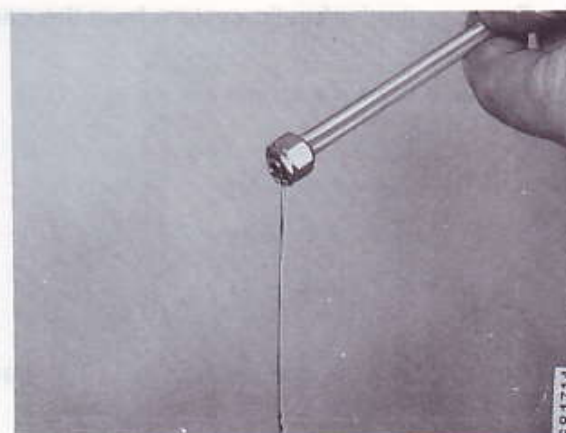
- 3 Fill the fluid reservoir, leaving the plug off.

Use special hydraulic fluid, part no. (45) 3018694.



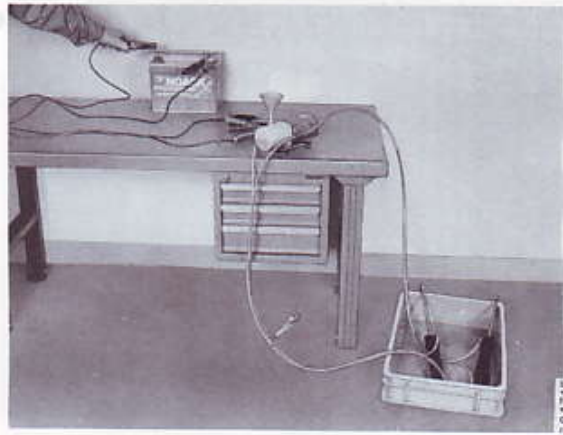
- 4 Disconnect one of the hoses from one of the cylinders. Allow the fluid to run out until the hose is full. Reconnect the hose to the cylinder.

Repeat the procedure for the other hoses, topping up the reservoir as necessary.



- 5 Connect a power supply to the pump and run it to bring the pistons to their end of travel (BDC or TDC).

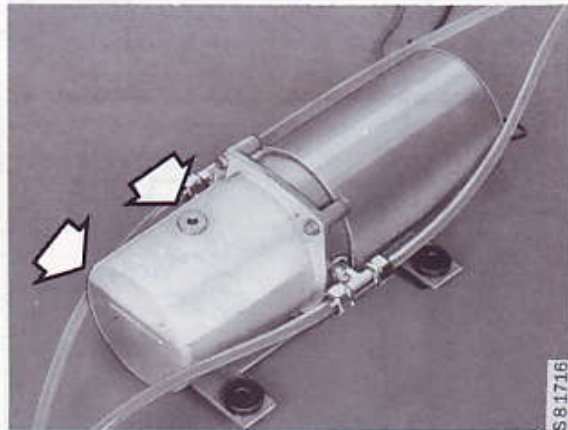
Keep the reservoir topped up with fluid to ensure that the fluid never reaches the minimum level.



- 6 Repeat step 4.
- 7 Run the pistons to the opposing end of travel.
- 8 Repeat step 4.
- 9 Repeat the procedure until the system has been properly bled.

A small amount of air in the system will not affect operation of the top.

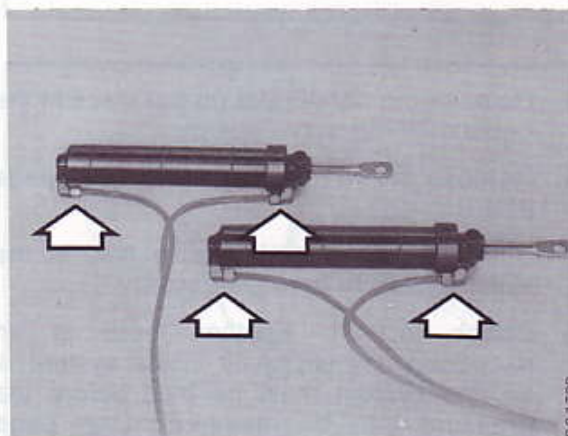
- 10 Check the level in the reservoir and top up as necessary. Fit the plug.



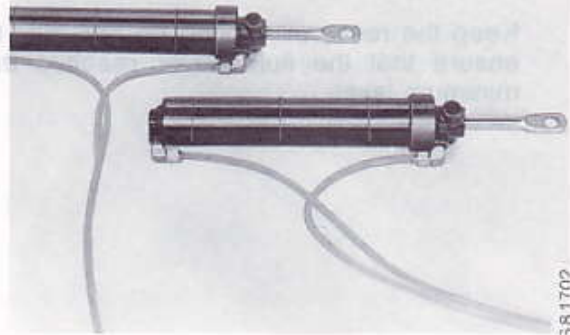
- 11 Retorque all hose fittings that have been disconnected.

Tightening torque:
3.8 - 4.5 Nm (5.1 - 6.2 lbf ft)

- 12 Wipe clean the hoses and hose fittings. Operate the pistons a number of times and check that there are no leaks.



- 13 Return the pistons to the fully retracted position.



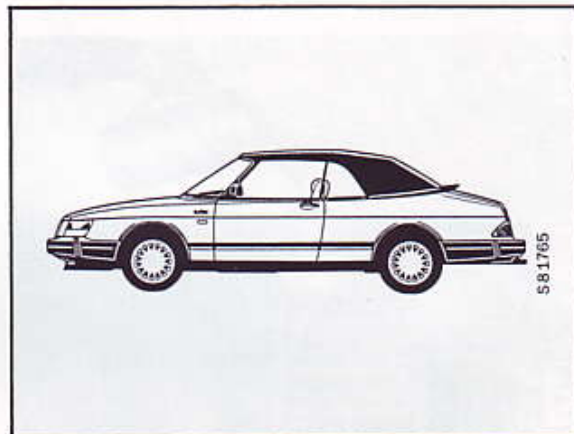
- 14 Reinstall the hydraulic system in the car (see page 812-39).

Measuring the hydraulic pressure

Note

Hydraulic fluid must not be allowed to come into contact with upholstery or paintwork.

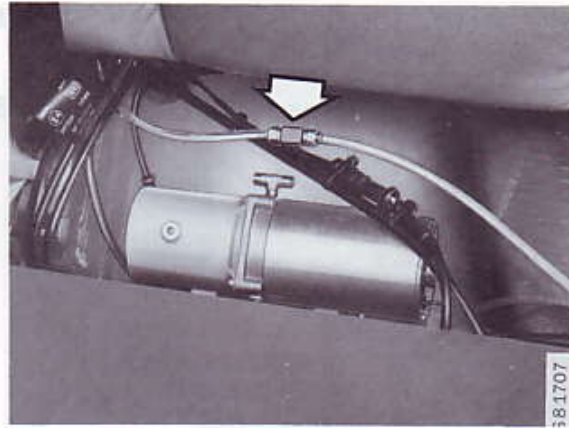
- 1 The top must be up.



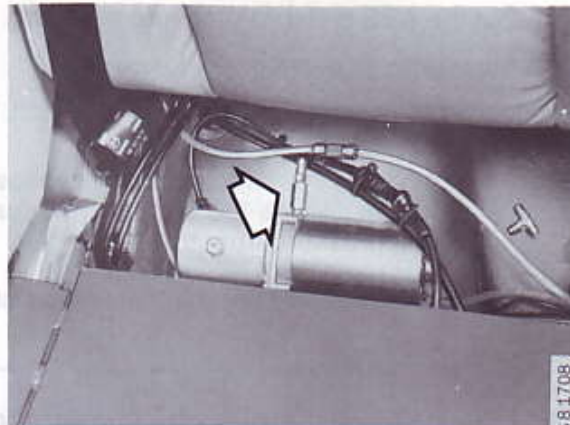
- 2 Release the handbrake (to put slack in the cable over the servo pump).
- 3 Remove the rear-seat cushion (see page 852-1).
- 4 Check the level of hydraulic fluid in the system and top up as necessary.
- 5 Check to see whether there is an excessive amount of air in the system. If so, the system must be bled before the pressure can be measured (see page 812-44).

- 6 Disconnect the hoses from the tee pieces to the rear of the pump. Plug the open ends using the hose union contained in hose kit 82 92 815.

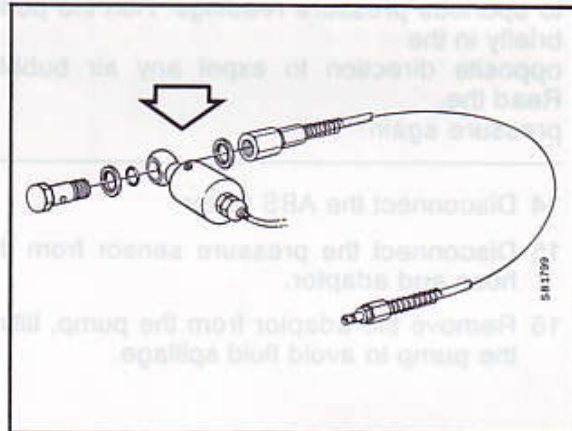
Place absorbent paper underneath the pump to soak up any spilt fluid.



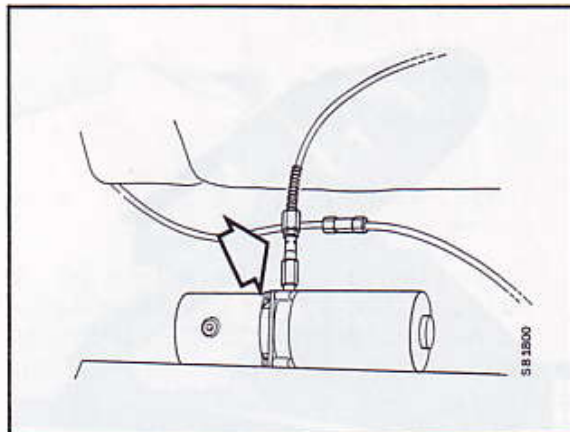
- 7 Remove the tee piece and connect adaptor 87 91 584 in its place.



- 8 Connect pressure sensor 89 96 522 to the hose contained in hose kit 82 92 815.



- 9 Connect the other end of the hose to the adaptor on the pump.



- 10 Connect the ABS-system tester to the battery.
- 11 Connect the pressure sensor to the ABS tester.



12 Set the ABS tester to measure pressure.

13 Measure the pressure as follows:

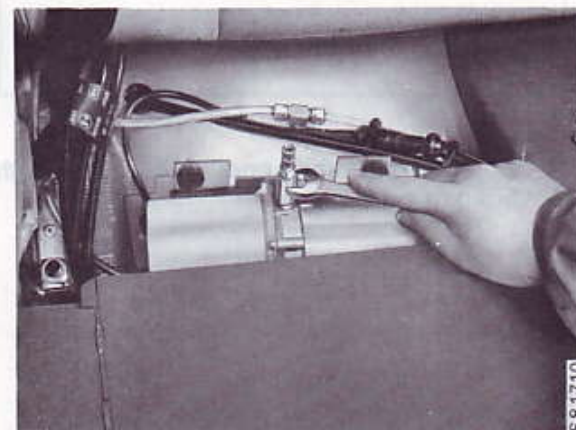
- Start the car and press the switch to lower the top.
- Hold down the switch until the overload protector breaks the circuit. Now read off the pressure from the ABS tester.

Minimum working pressure: 25 bar (365 psi)

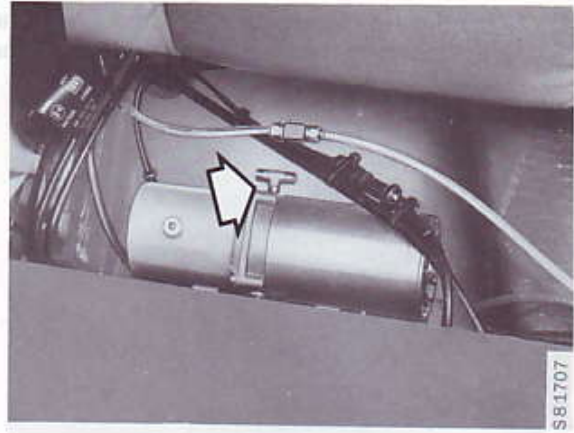
Note

The presence of air inside the adaptor fitting can give rise to spurious pressure readings. Run the pump briefly in the opposite direction to expel any air bubble. Read the pressure again.

- 14 Disconnect the ABS tester.
- 15 Disconnect the pressure sensor from the hose and adaptor.
- 16 Remove the adaptor from the pump, tilting the pump to avoid fluid spillage.

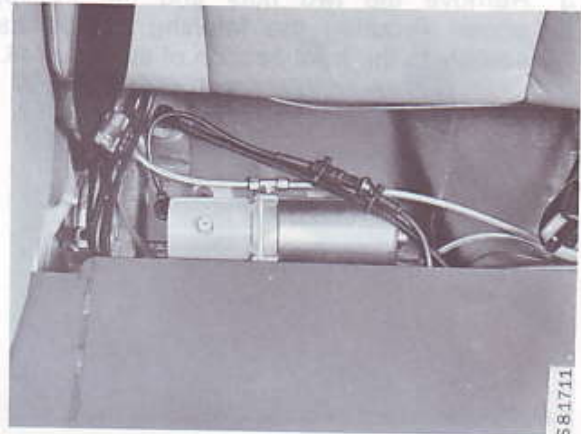


- 17 Screw on the tee piece.



- 18 Disconnect the hose union and reconnect the hoses to the pump. Make sure the hoses run underneath the handbrake cable. Press the pump home in its mounting.

Tightening torque:
5.1 - 6.2 Nm (3.8 - 4.5 lbf ft)

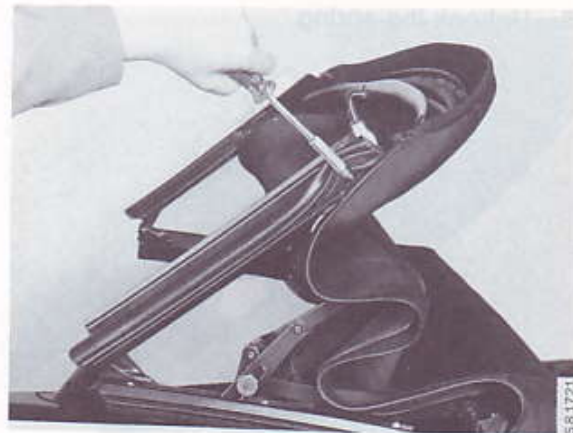


- 19 Put back the seat cushion (see page 852-1).

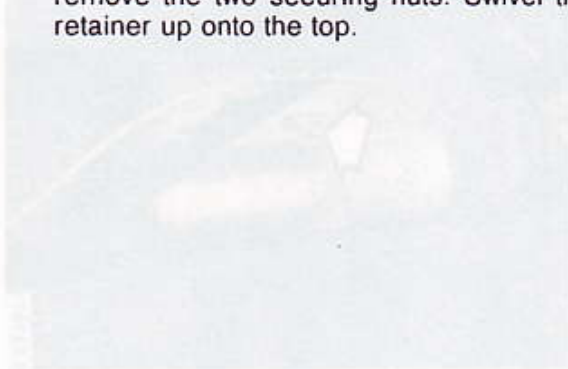
Latching handle assembly

To remove

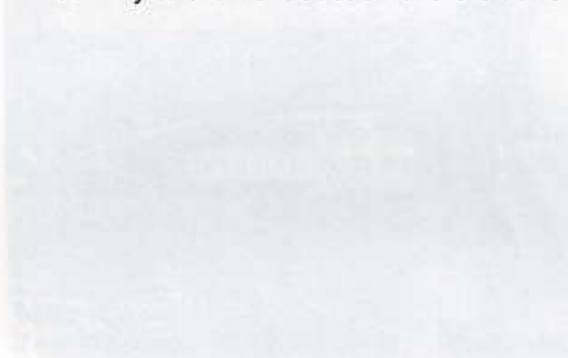
- 1 Open the top halfway and remove the front screw in the seal retainer.



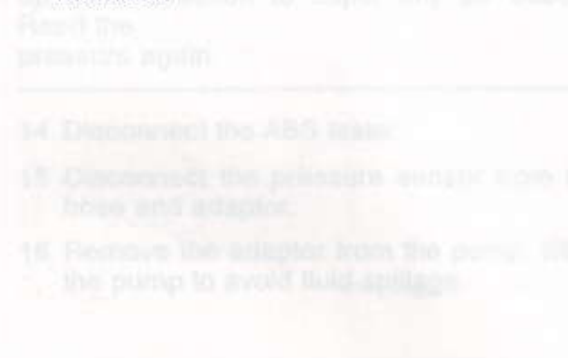
- 2 Mark the position of the seal retainer and remove the two securing nuts. Swivel the retainer up onto the top.



- 3 Remove the two nuts and the Phillips screw securing the latching handle assembly to the front section of the side rail.



- 4 Remove the screw securing the latching handle assembly to the no. 1 cross-member.



- 5 Unhook the spring.



- 6 Remove the latching handle pivot bolt and lift off the latching handle assembly. Transfer the bolt, washer and bush to the new assembly.

To fit

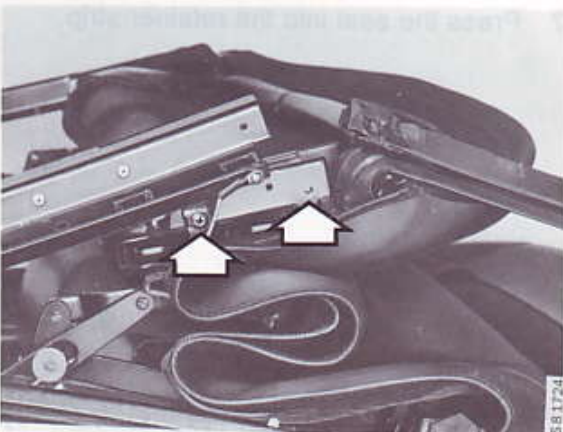
- 1 Lift the latching handle assembly into position, insert the pivot bolt, bush and washer and tighten the bolt.



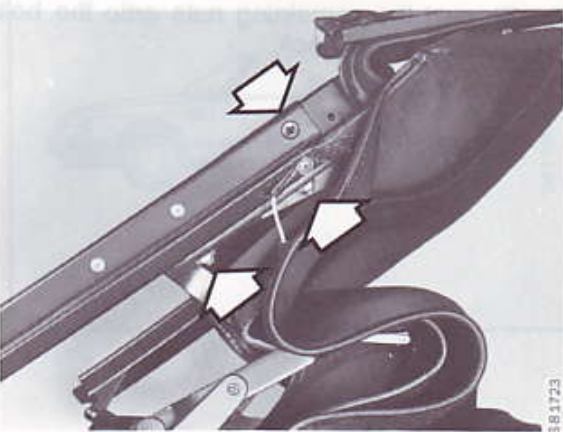
- 2 Hook on the spring.



- 3 Fit the two screws securing the latching handle assembly to the no. 1 cross-member.



- 4 Fit and tighten the two nuts and the Phillips screw securing the assembly to the front section of the side rail.



- 5 Screw in the screw at the front of the seal retainer.



- 6 Seal the corner using Sikaflex 255 (30 07 127).



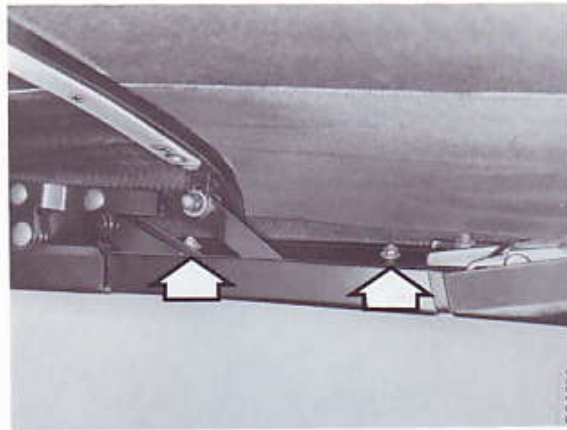
- 7 Press the seal into the retainer strip.



- 8 Thread the remaining nuts onto the bolts, leaving them slack.

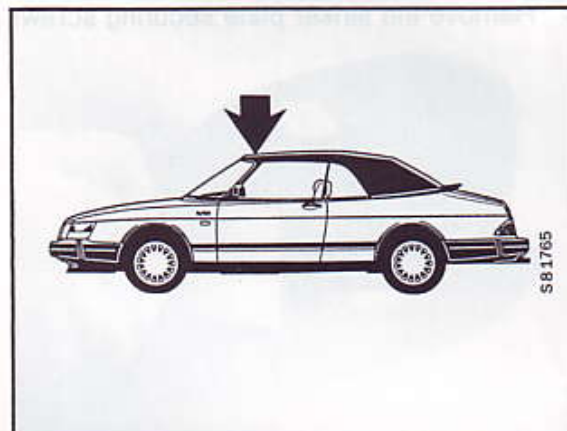


- 9 Raise the top. Align the seal with the marks and tighten the nuts.



- 10 Check the adjustment of the latching hooks by latching the top in position and then pressing down on the front corners of the top. No play should be present.

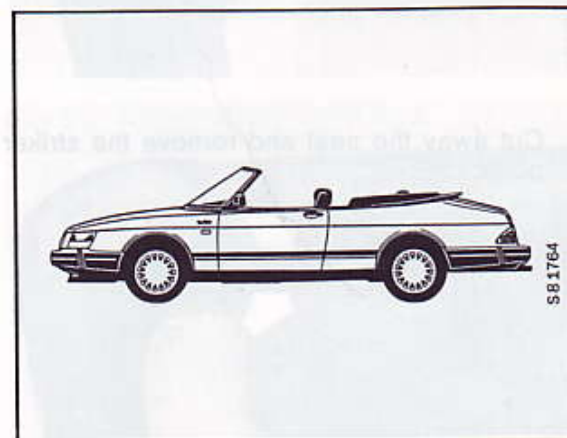
If adjustment is necessary, see page 800-5.



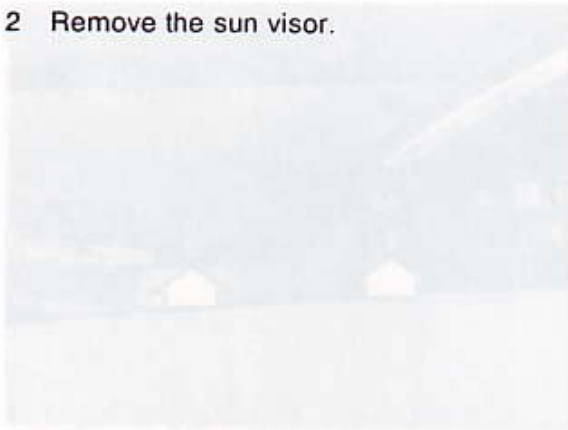
Striker plate

To remove

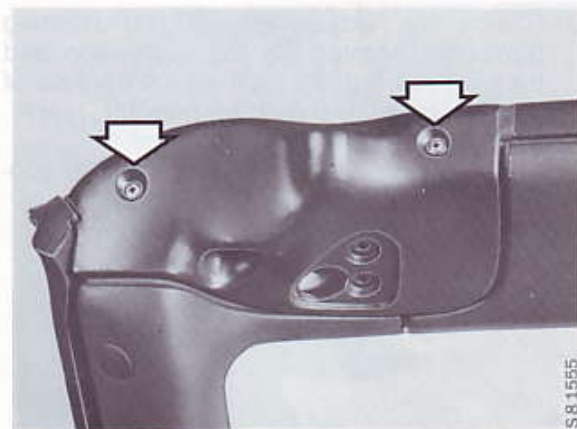
- 1 Lower the top.



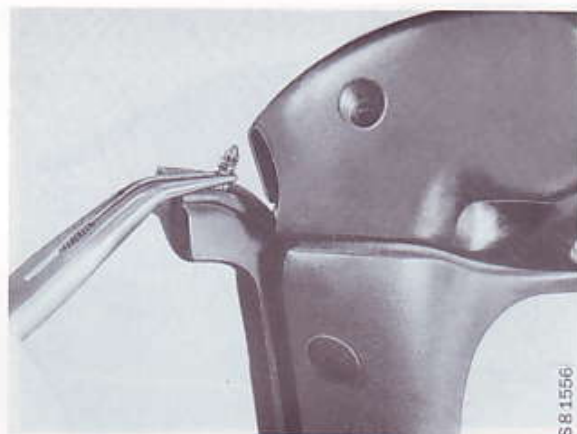
- 2 Remove the sun visor.



- 3 Remove the striker plate securing screws.



- 4 Pull out the fastener to release the top of the A-pillar seal.

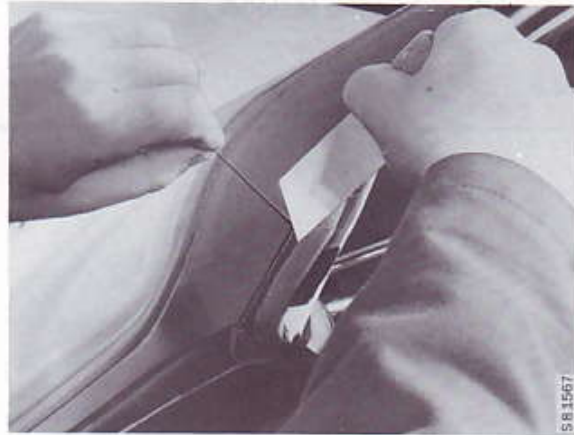


- 5 Cut away the seal and remove the striker plate.

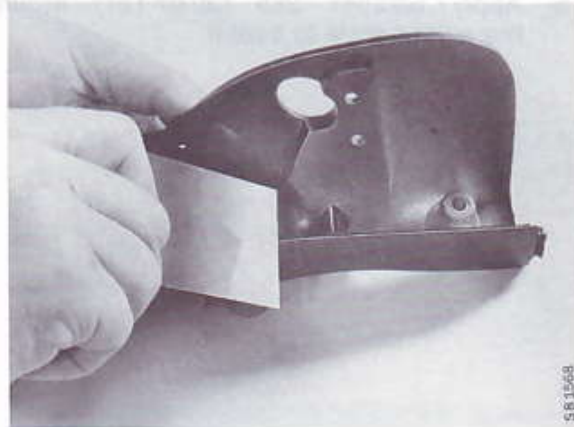


To fit

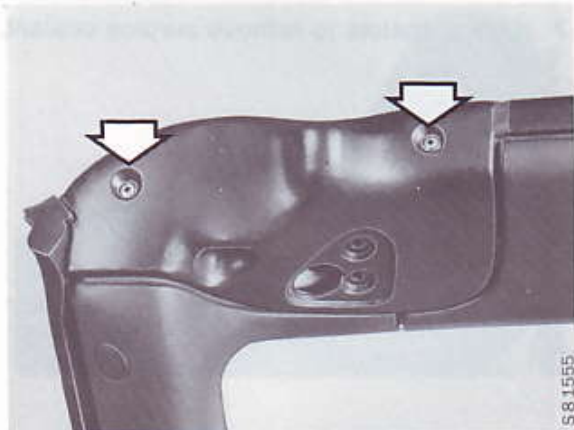
- 1 Remove all traces of old adhesive from the corner of the windscreen frame.



- 2 Remove all traces of old adhesive from the striker plate.



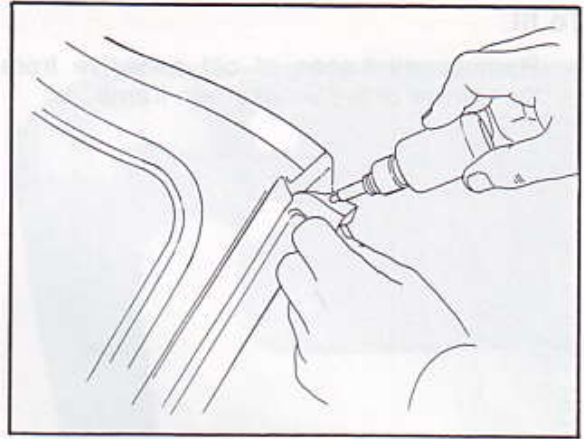
- 3 Put back the striker plate and secure by means of the retaining screws.



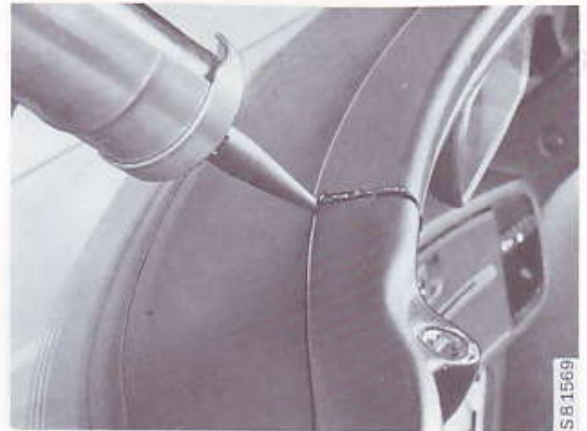
- 4 Fit the sun visor.



- 5 Apply contact adhesive to the A-pillar seal and push in the fastener.



- 6 Apply Sikaflex 255 (30 07 127) around the striker plate to seal it.



- 7 Use a spatula to remove surplus sealant.



Spoiler assembly

Side assembly 830-1

Rear assembly 830-8

Side assembly

(Chassis no. L7011109 & earlier)

To remove

- 1 Remove the rear-seat cushion (see page 852-1).
- 2 Remove the rear-seat backrest (see page 852-1).
- 3 Remove the side trim (see page 851-1).

Note

Save the washers from the spoiler mountings as these will be needed in the fitting of a new spoiler (where applicable).

- 4 Remove the nut from the front securing stud.



- 5 Open the top halfway and remove the nut from the middle stud.



- 6 Remove the wing nut from the rear fastening (access through the flap in the trim inside the luggage compartment).



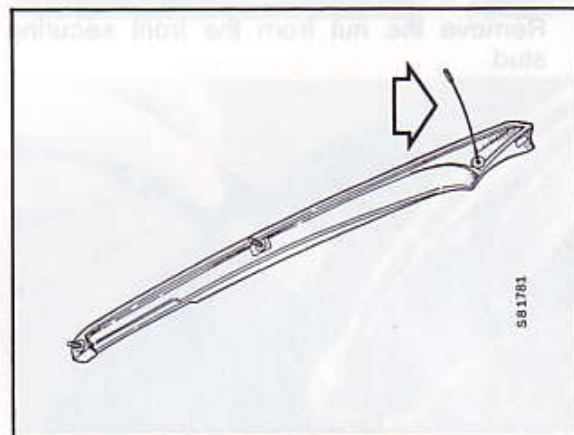
- 7 Use a heat gun to release the tape. Take care not to apply too much heat as this can damage the paintwork or spoiler assembly.

Caution

The spoiler assembly must be eased off gently to prevent the paintwork being damaged.

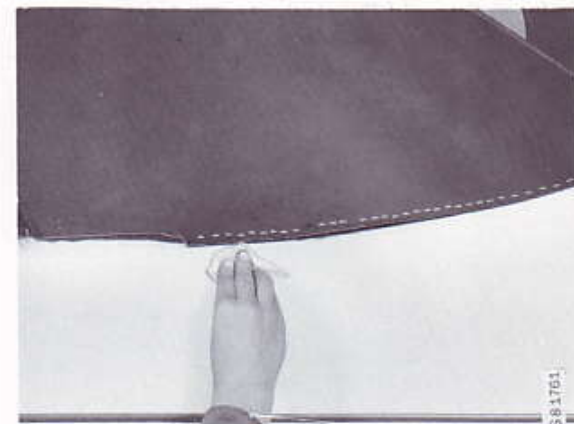


- 8 Carefully lift off the spoiler assembly.
- 9 Save the cable in the rear mounting hole as this will be needed in the fitting of a new spoiler assembly (where applicable).

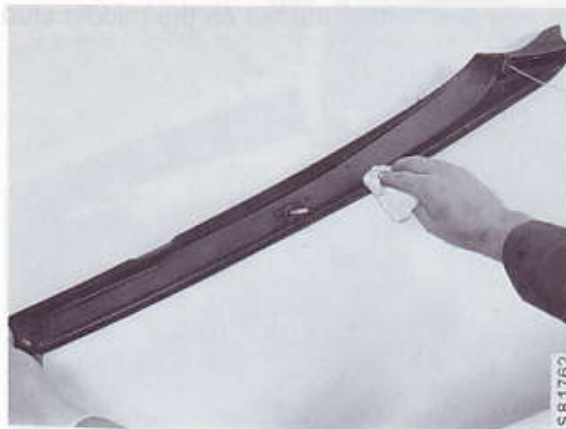


To fit

- 1 Carefully remove all traces of adhesive and dirt from the paintwork.



- 2 Remove all traces of old adhesive and dirt from the spoiler assembly.

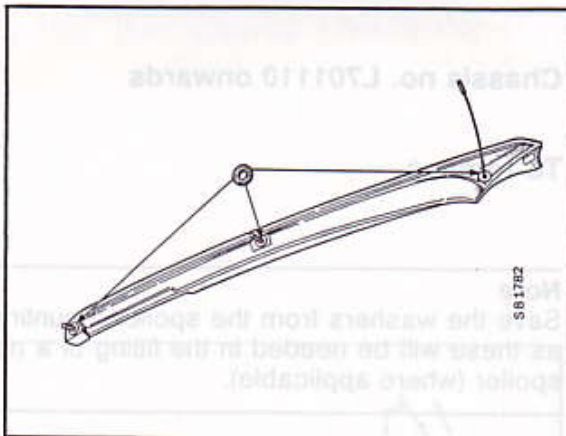


- 3 Fit double-sided adhesive tape, part no. 78 74 662, along the spoiler.



- 4 Make sure that the rubber washers and cable at the rear fastening are in place.

If a new spoiler assembly is being fitted, the rubber washers and cable must be transferred to the new one.



- 5 Position the spoiler assembly on the car and screw down tight the wing nut on the rear stud.



- 6 Fit and tighten the nut on the middle stud.



- 7 Fit and tighten the nut on the front stud.

- 8 Fit the side trim (see page 851-2).

- 9 Fit the backrest (see page 852-2).

- 10 Fit the seat cushion (see page 852-1).



Chassis no. L701110 onwards

To remove

Note

Save the washers from the spoiler mountings as these will be needed in the fitting of a new spoiler (where applicable).

- 1 Remove the front securing nut.



- 2 Remove the wing nut from the rear fastening (access through the flap in the trim inside the luggage compartment).



- 3 Use a heat gun to release the tape. Take care not to apply too much heat as this can damage the paintwork or spoiler assembly.

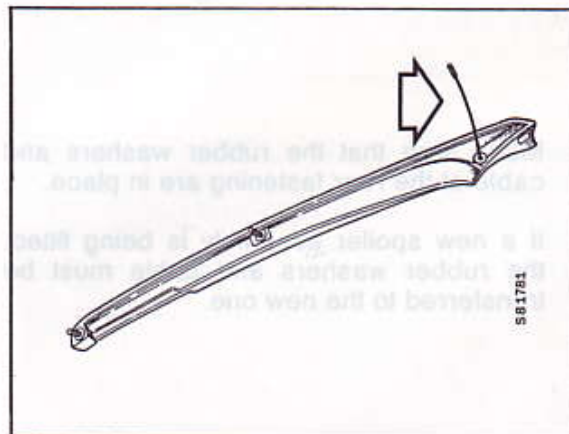
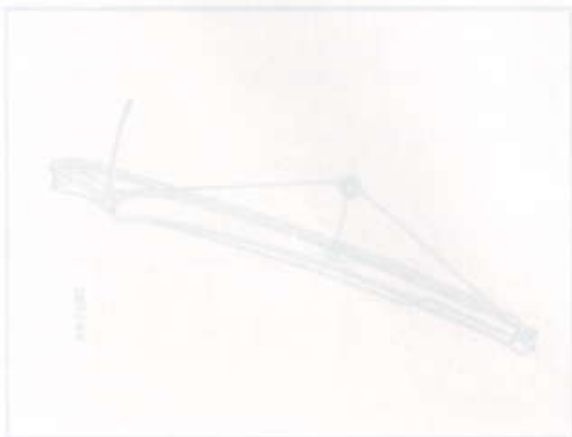


- 4 Release the spoiler section at the middle fastening.

Caution

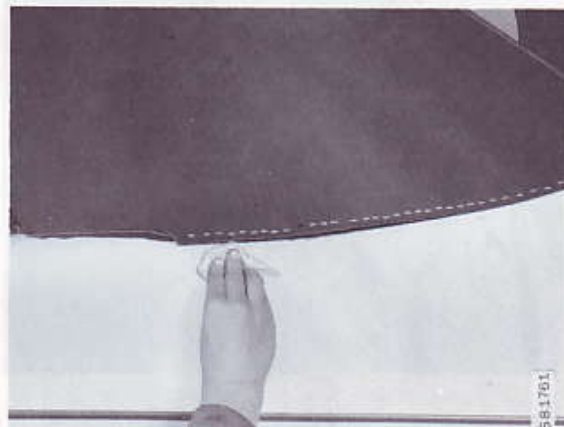
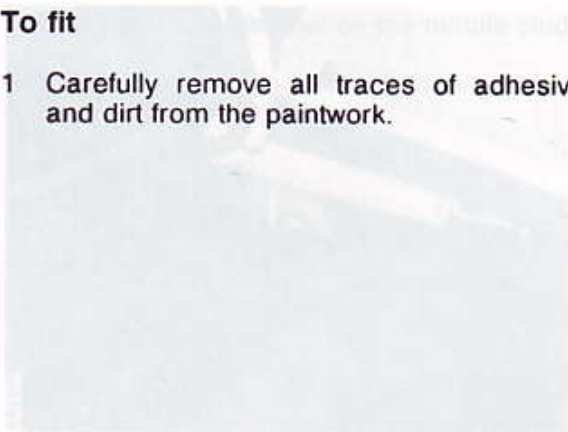
The spoiler assembly must be eased off gently to prevent the paintwork being damaged.

- 5 Carefully lift off the spoiler assembly.
- 6 Save the cable in the rear mounting hole as this will be needed in the fitting of a new spoiler assembly (where applicable).

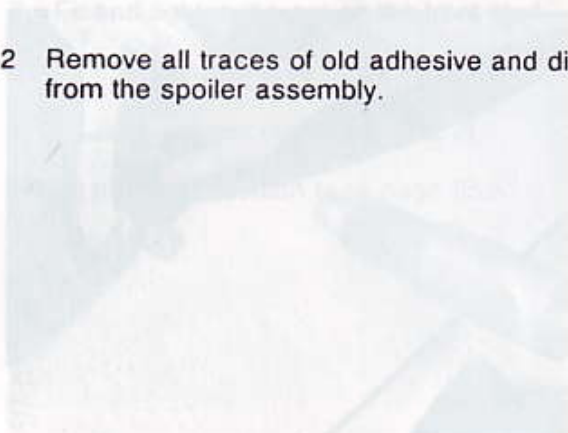


To fit

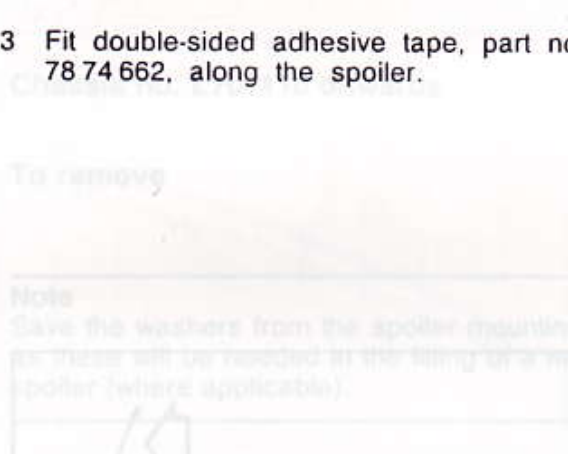
- 1 Carefully remove all traces of adhesive and dirt from the paintwork.



- 2 Remove all traces of old adhesive and dirt from the spoiler assembly.

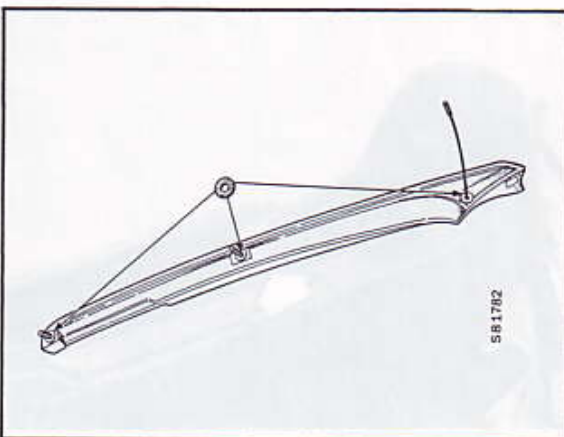
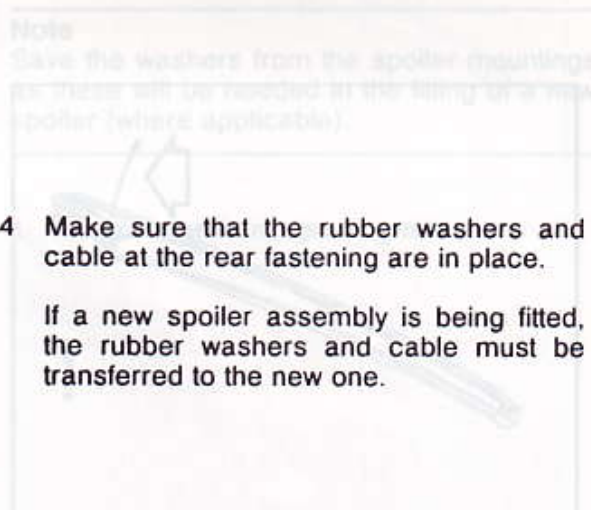


- 3 Fit double-sided adhesive tape, part no. 78 74 662, along the spoiler.

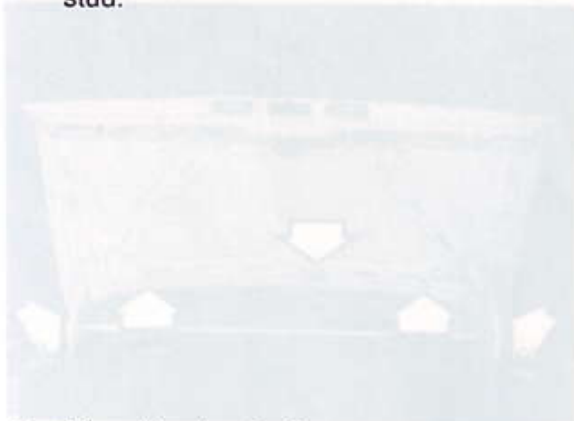


- 4 Make sure that the rubber washers and cable at the rear fastening are in place.

If a new spoiler assembly is being fitted, the rubber washers and cable must be transferred to the new one.



- 5 Press the spoiler section into the middle fastener.
- 6 Fit and tighten the wing nut on the rear stud.



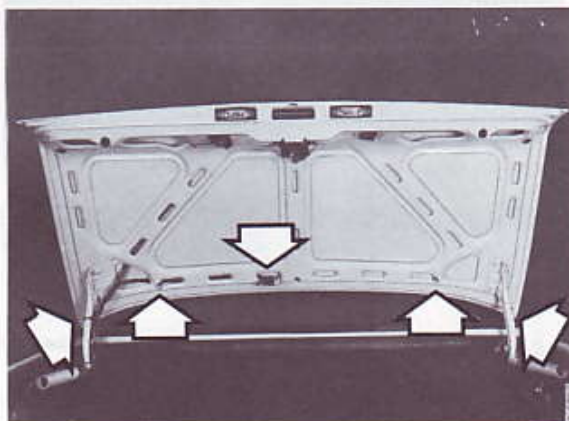
- 7 Fit and fasten the front nut.



Rear assembly

To remove

- 1 Open the luggage-compartment lid and, where applicable, unplug the connector for the stoplight in the spoiler.
- 2 Remove the rubber plugs, followed by the spoiler retaining bolts and nuts.



- 3 Use a heat gun to allow the tape to be pulled away. Take care not to apply too much heat as this can damage the paintwork or spoiler assembly.



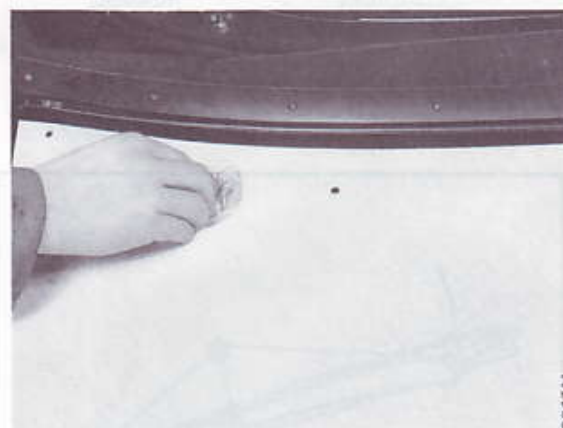
Caution

The spoiler assembly must be eased off gently to prevent the paintwork being damaged.

- 4 Carefully lift off the spoiler assembly.

To fit

- 1 Remove all traces of old adhesive and dirt from the luggage-compartment lid.



- 2 Remove all traces of old adhesive and dirt from the spoiler assembly.



- 3 Fit double-sided adhesive tape, part no. 78 74 662, along the spoiler.

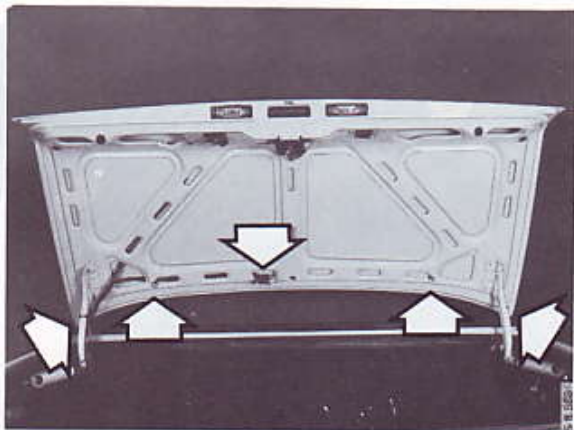


- 4 Apply Sikaflex 255 around the hole for the wiring to the stoplight.



- 5 Lift the spoiler into position and, where applicable, feed the wiring loom for the stoplight through the hole in the lid.
- 6 Open the lid. Tighten the nuts and bolts and fit the rubber plugs.

Where applicable, plug on the connector for the spoiler stoplight.



Window glass

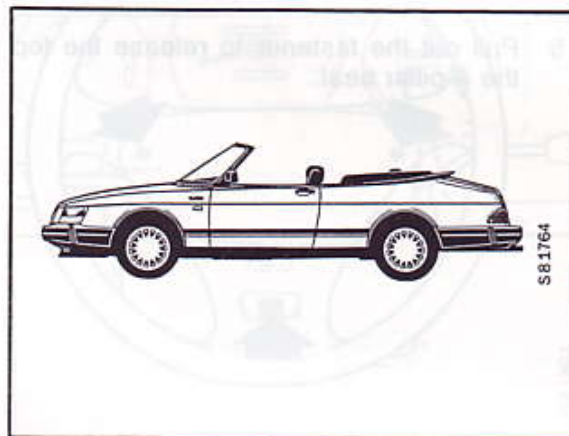
Windscreen 843- 1
 Door glass 843-15

Rear quarterlight with sliding glass . 843-20
 Rear screen See section 812

Windscreen

To remove

- 1 Lower the top.



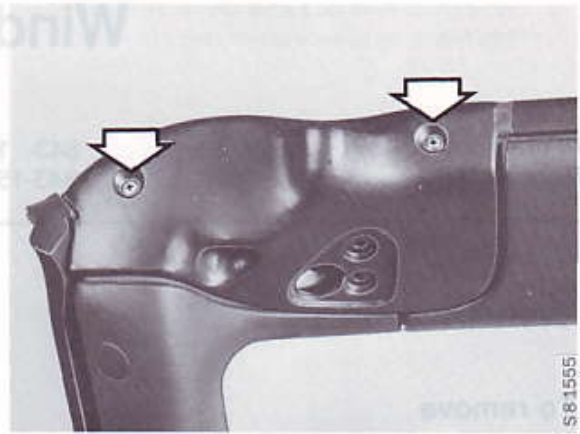
- 2 Remove the windscreen wipers.



- 3 Remove the sun visors and catch brackets.



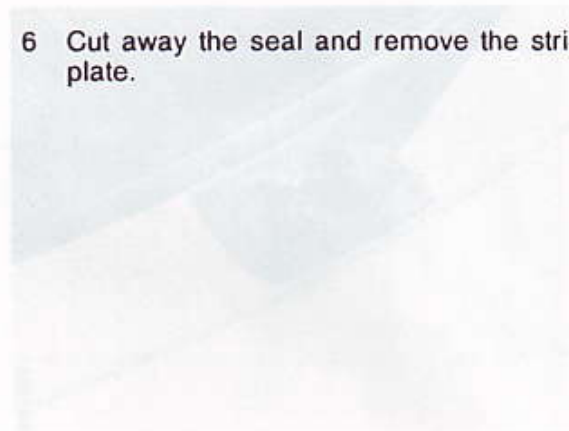
- 4 Remove the latching mechanism striker-plate retaining screws.



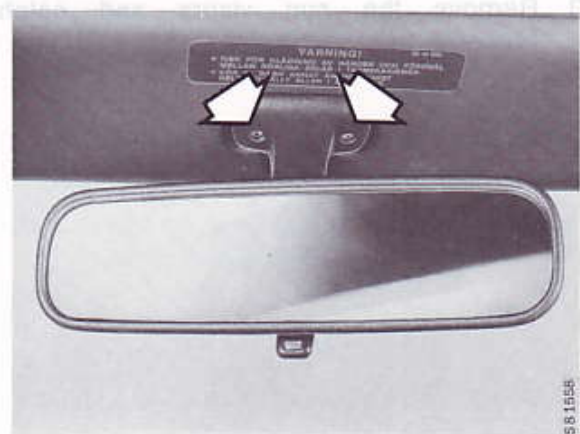
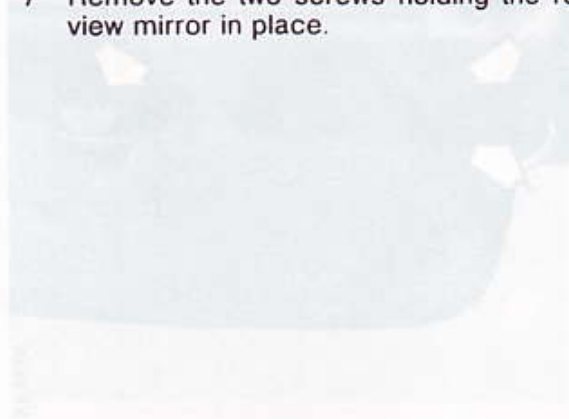
- 5 Pull out the fastener to release the top of the A-pillar seal.



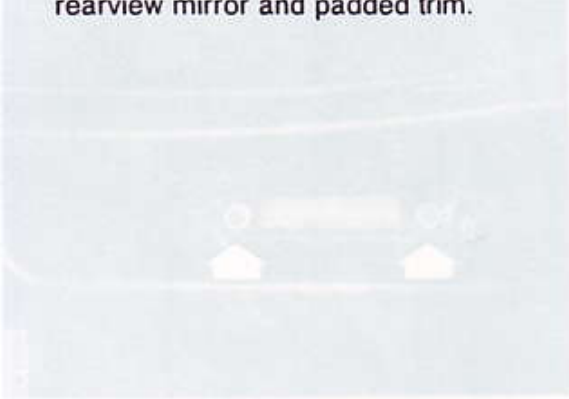
- 6 Cut away the seal and remove the striker plate.



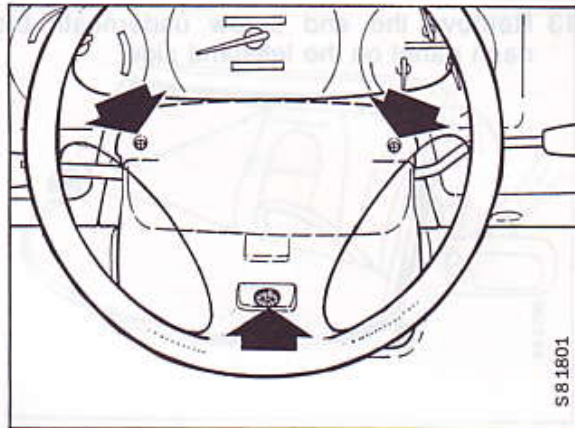
- 7 Remove the two screws holding the rear-view mirror in place.



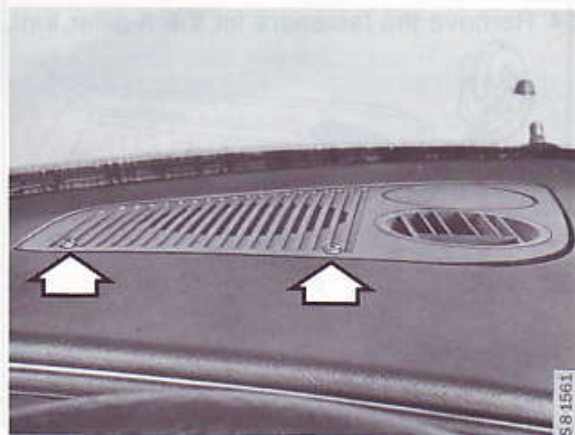
- 8 Unplug the connector and remove the rearview mirror and padded trim.



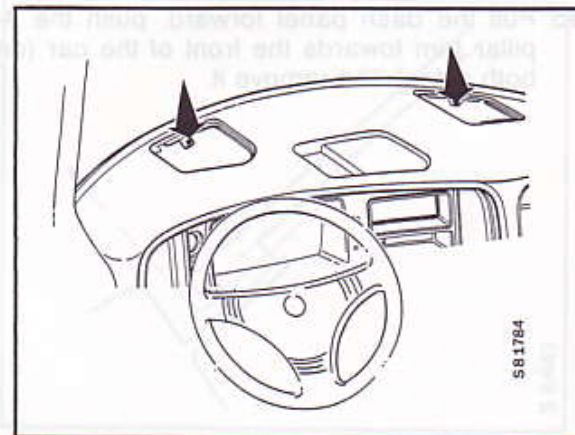
- 9 Remove the lower, steering-column cover.



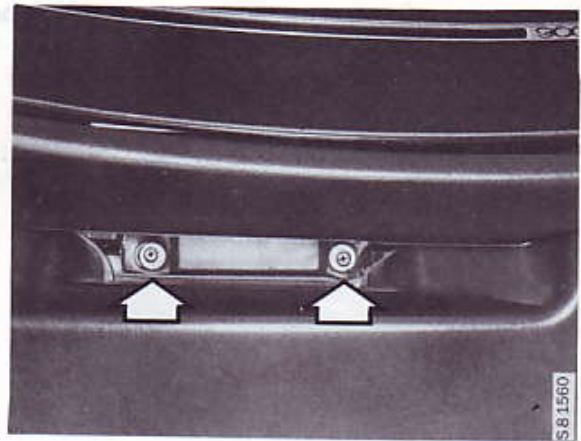
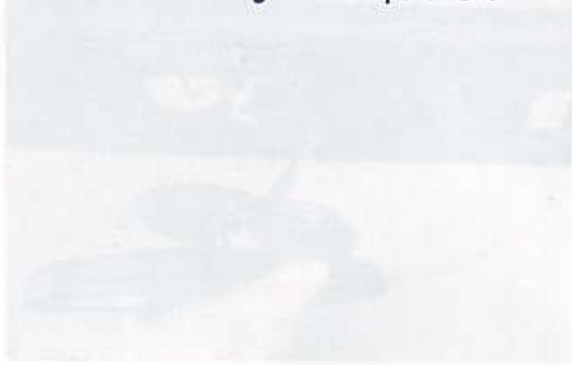
- 10 Remove the speaker grilles.



- 11 Remove the two screws in the leading edge of the top of the dash.



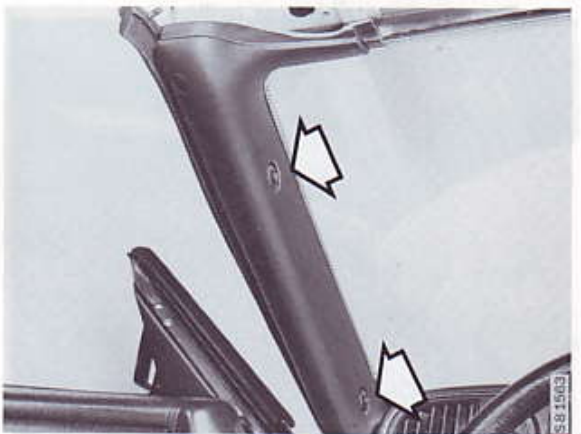
- 12 Remove the two securing screws from underneath the glove compartment.



- 13 Remove the end screw underneath the dash panel on the left-hand side.



- 14 Remove the fasteners for the A-pillar trim.



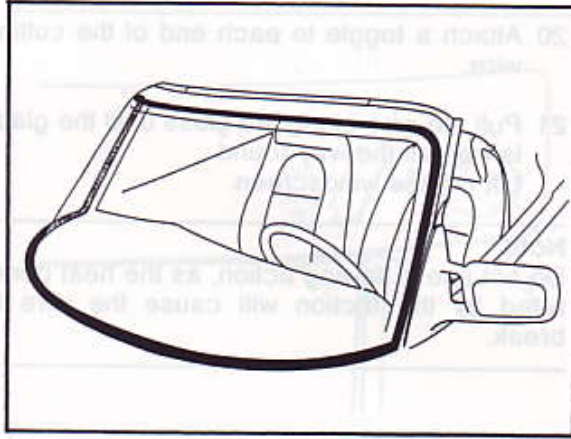
- 15 Pull the dash panel forward, push the A-pillar trim towards the front of the car (on both sides) and remove it.



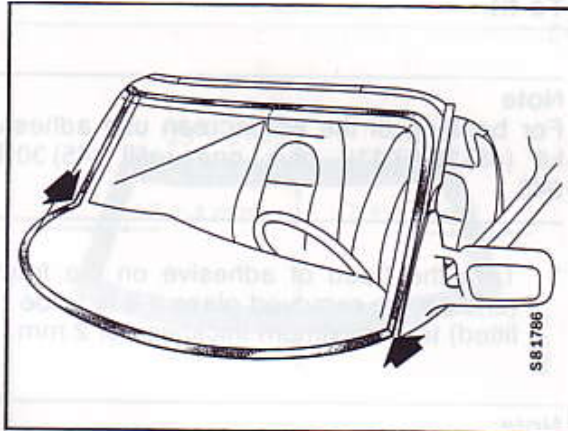
16 Remove the windscreen moulding.

Note

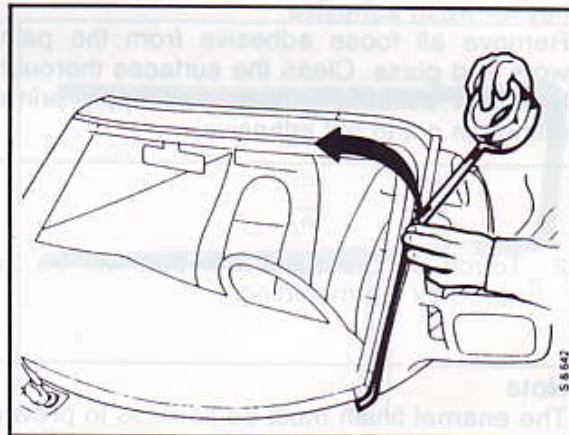
Do not allow the cleaner to dry naturally as streaks of grease will be left.
Always use clean, lint-free rags.



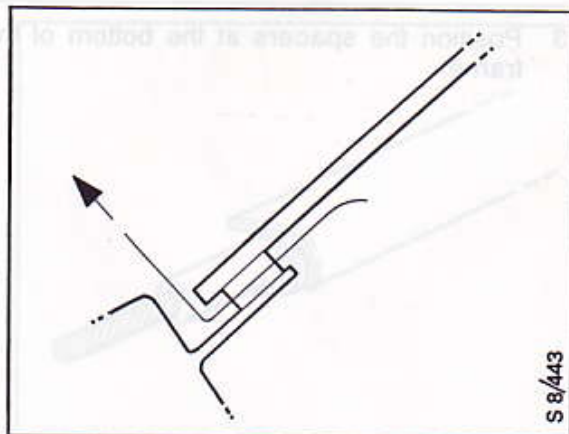
17 Use a screwdriver to pry off the cover pieces at the bottom corners of the moulding-retainer strip.



18 Apply tape round the edges of the windscreen to protect the paintwork.



19 Insert one end of a cutting wire (2-metres long) through the adhesive in one of the corners of the windscreen.

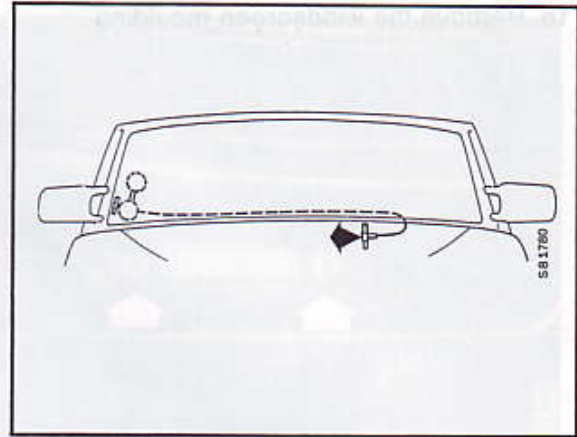


20 Attach a toggle to each end of the cutting wire.

21 Pull the wire along the glass until the glass is free all the way round.
Lift out the windscreen.

Note

Do not use a sawing action, as the heat generated by the friction will cause the wire to break.



To fit

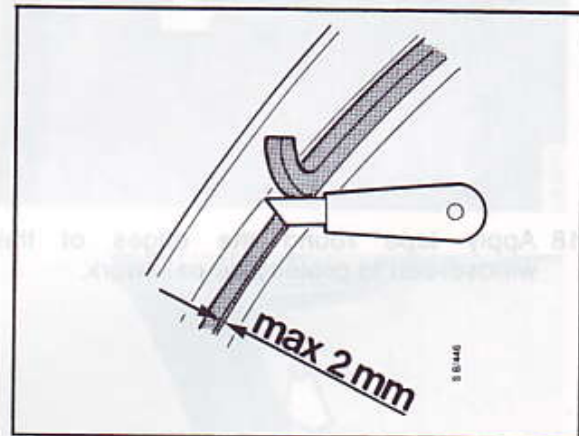
Note

For bonding of the windscreen use adhesive kit (45) 30 07 119 plus one refill (45) 30 16 045.

1 Trim the bead of adhesive on the frame (and on the removed glass if it is to be refitted) to a maximum thickness of 2 mm.

Note

Old adhesive adhering firmly provides a good key for fresh adhesive.
Remove all loose adhesive from the paintwork and glass. Clean the surfaces thoroughly with a suitable cleaner and apply primer (although not to old adhesive).

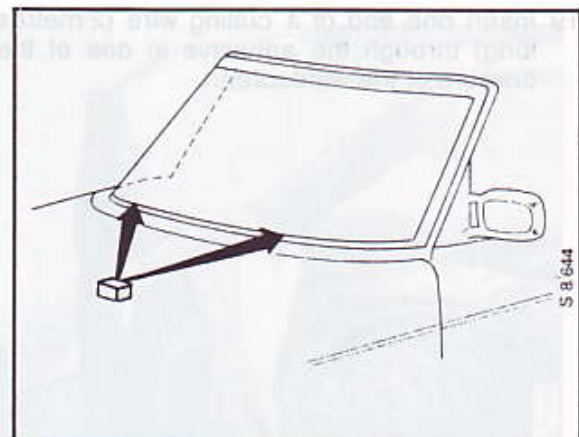


2 Touch up the paintwork that will be covered by the moulding.

Note

The enamel finish must be flawless to prevent the onset of corrosion.

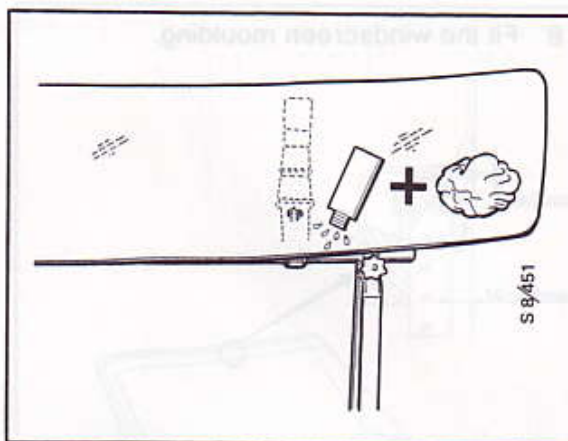
3 Position the spacers at the bottom of the frame.



- 4 Thoroughly clean the edge of the glass and the metal flange with cleaning solution. Use one cloth to apply the solution, taking care to cover the entire surface, and use another cloth to wipe the surface dry.

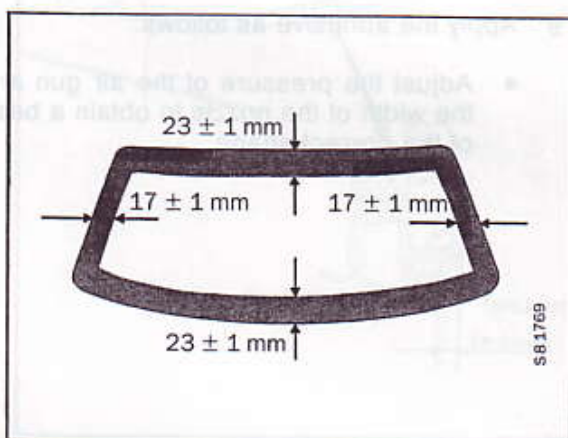
Note

Do not allow the cleaner to dry naturally as streaks of grease will be left. Always use clean, lint-free rags.

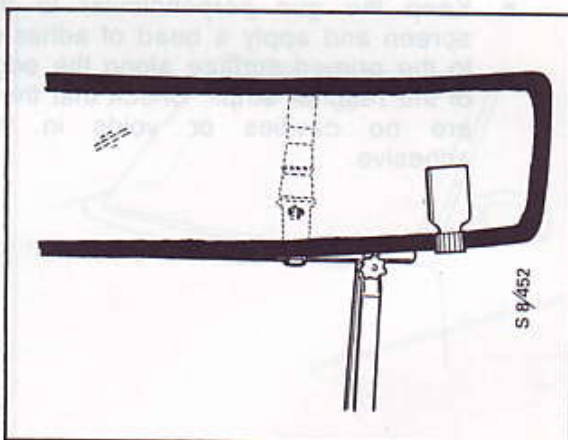


- 5 Apply masking tape around the inside edge of the windscreen.

Position the tape 17 ± 1 mm from the side edges of the glass and 23 ± 1 mm from the top and bottom edges.



- 6 Apply primer to the edge of the glass.

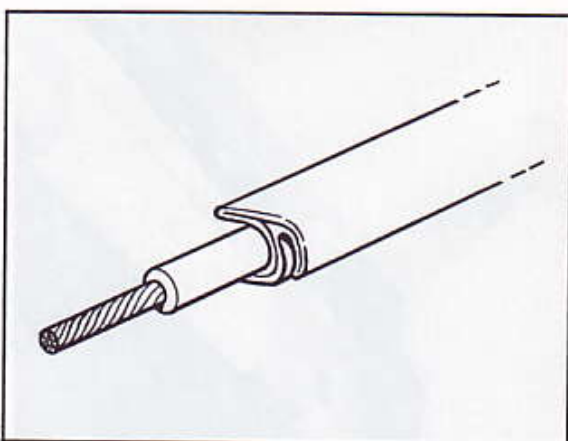


- 7 Check the fit of the moulding retainer strip relative to the glass.

If the shape of the strip does not match that of the windscreen, the strip must be bent to the correct shape.

Insert a length of bonnet-release cable inside the retaining strip to prevent its becoming distorted during bending.

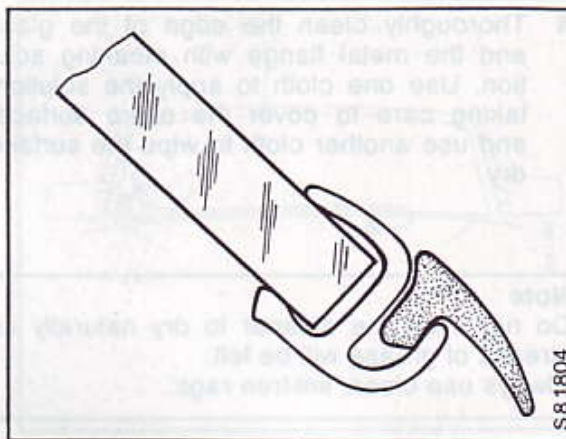
Press the strip onto the windscreen after the primer has dried.



8 Fit the windscreen moulding.

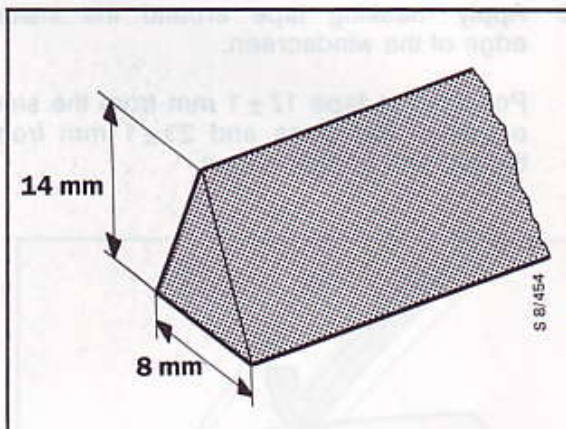
Note

Do not use a driving screw as the heat generated by the friction will break the glass.

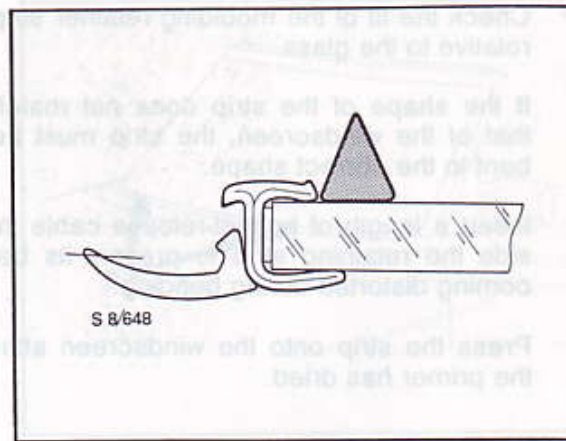
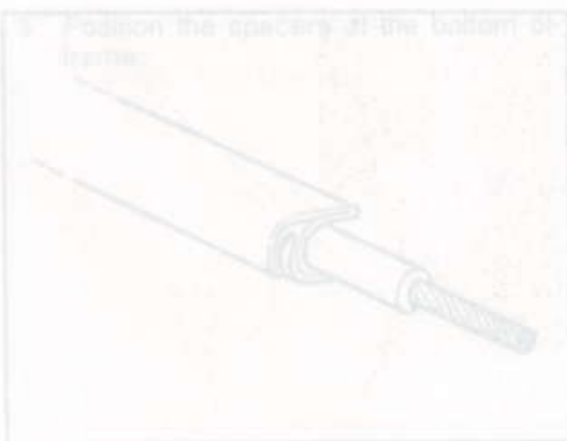
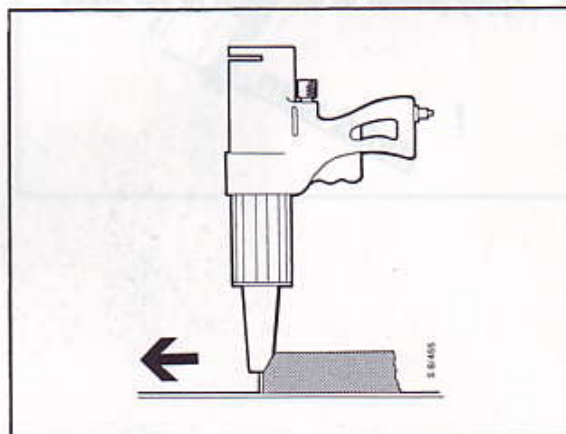


9 Apply the adhesive as follows:

- Adjust the pressure of the air gun and the width of the nozzle to obtain a bead of the correct shape.



- Keep the gun perpendicular to the screen and apply a bead of adhesive to the primed surface along the edge of the retainer strip. Check that there are no cavities or voids in the adhesive.

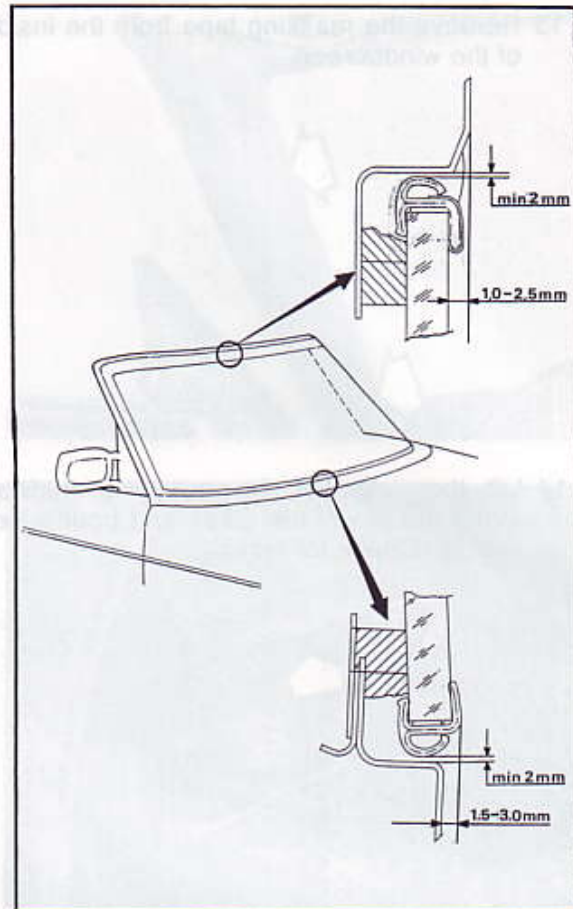
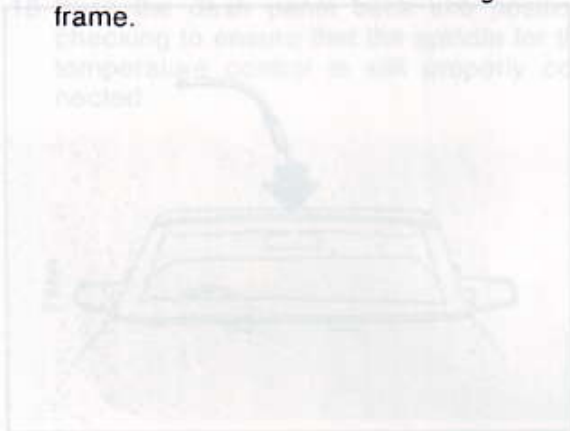


- 10 Lift the glass into position, aligning it with the frame.

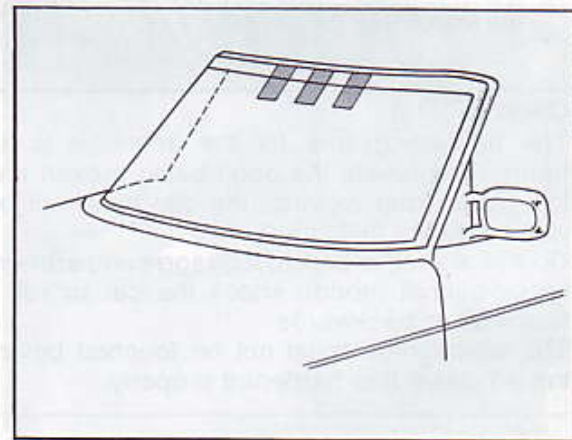
A gap of at least 2 mm must be maintained between the retainer strip and the frame.

At the top of the screen, the **surface of the glass** must lie between 1.0 and 2.5 mm inside the edge of the frame.

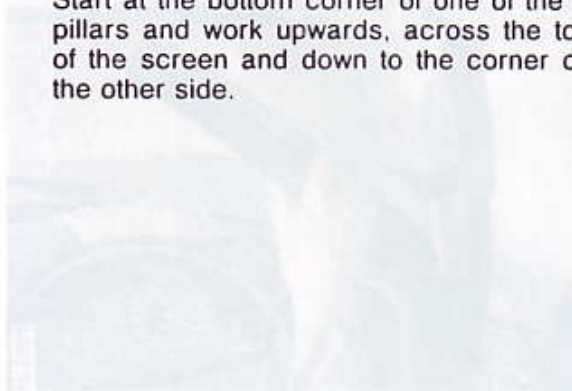
At the bottom of the glass, the **front edge of the retainer strip** must lie between 1.5 and 3.0 mm **outside** the front edge of the frame.



- 11 To prevent the windscreen from slipping out of position, use adhesive tape to hold the glass in place until the adhesive has hardened.



- 12 Use a spatula to smooth out the adhesive. Start at the bottom corner of one of the A pillars and work upwards, across the top of the screen and down to the corner on the other side.



- 13 Remove the masking tape from the inside of the windscreen.

- 14 Lift the edge of the moulding midway along the top of the glass and pour water over it. Check for leaks.

- 15 Do no more work on the car until the adhesive has hardened.

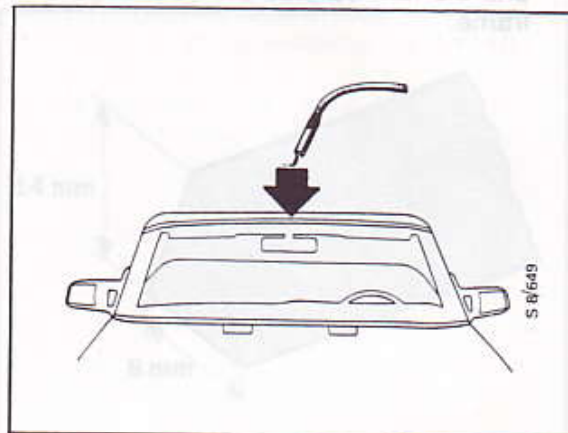
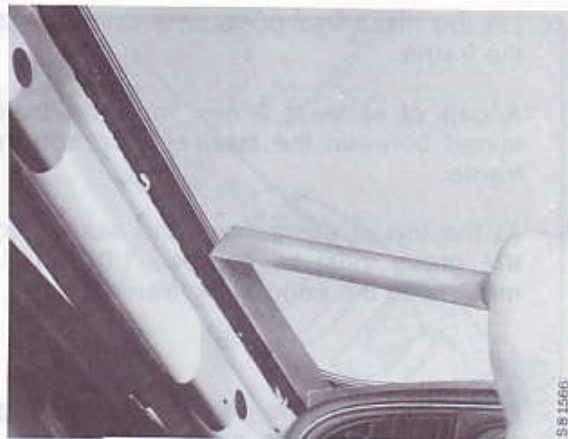
Caution

The hardening time for the adhesive is 15 hours. To prevent the bond being broken and the glass from moving, the car must not be moved during this time.

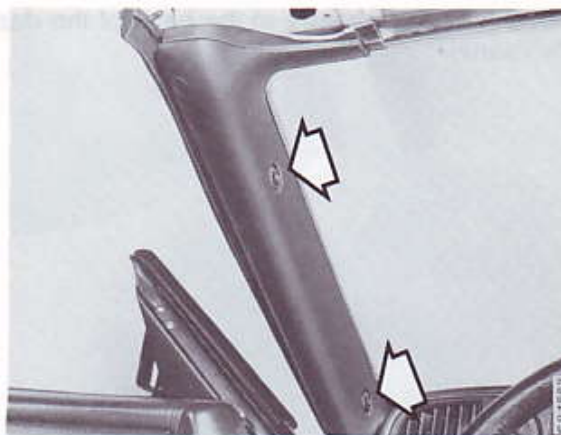
Do not slam the doors, luggage-compartment lid or bonnet (hood), knock the car or roll it forwards or backwards.

The windscreen must not be touched before the adhesive has hardened properly.

- 16 Pull the dash panel forward and install the A-pillar trim on either side.



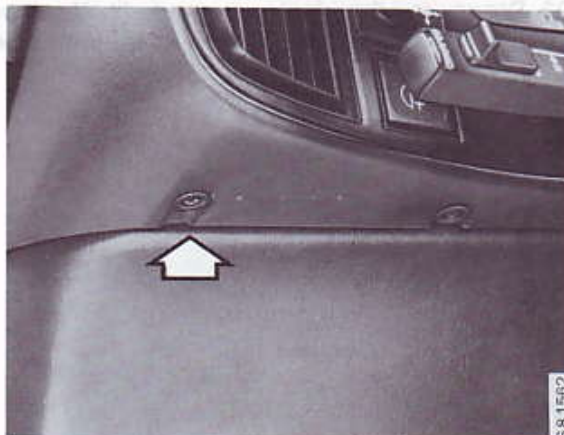
17 Press in the fasteners for the A-pillar trim.



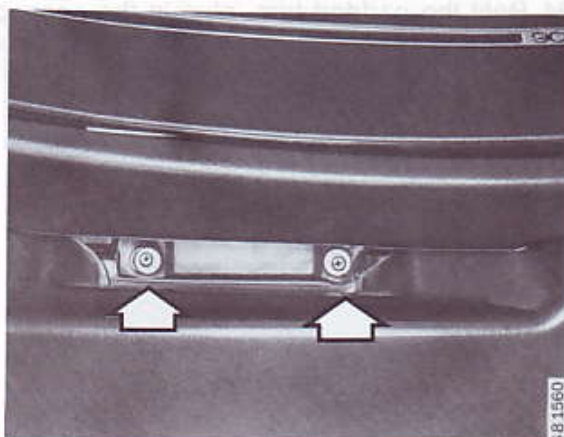
18 Push the dash panel back into position, checking to ensure that the spindle for the temperature control is still properly connected.



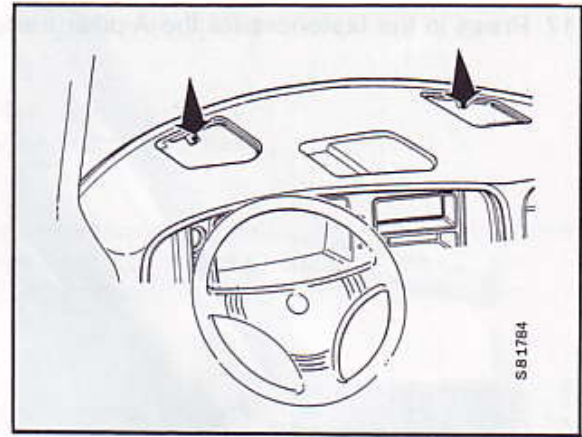
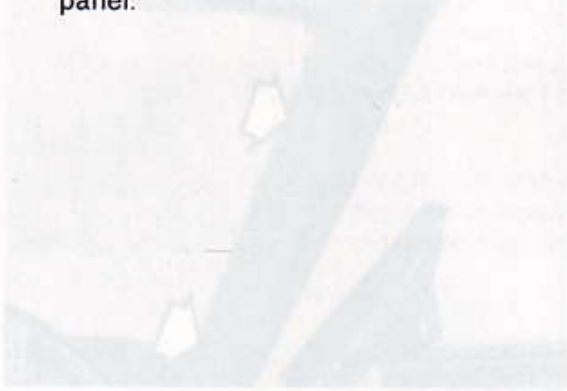
19 Fit the screw at the outboard end underneath the dash panel.



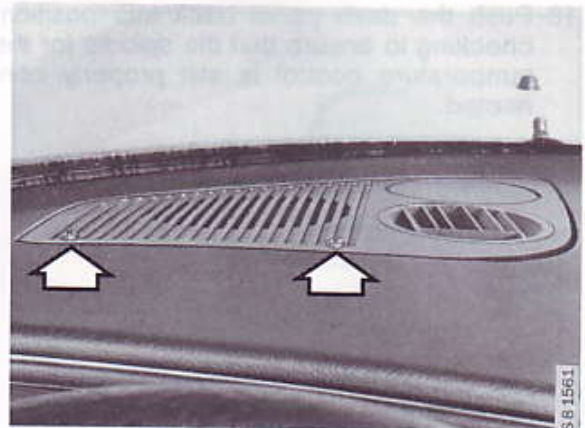
20 Fit the two screws underneath the glove compartment.



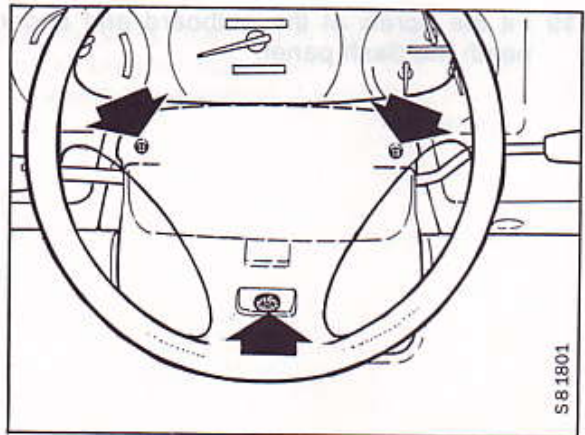
- 21 Fit the two screws at the back of the dash panel.



- 22 Reconnect the speakers and fit the grilles.



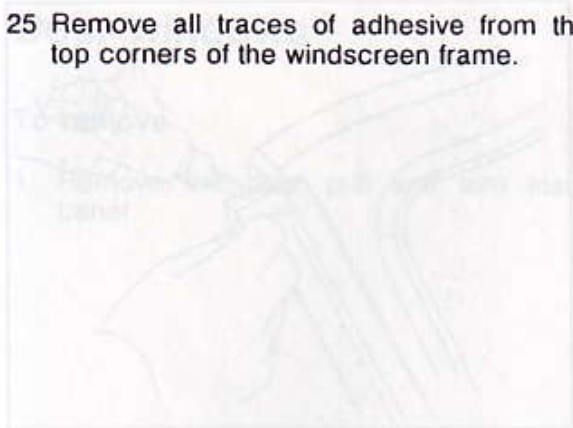
- 23 Press in the fastener and fit the two screws holding the steering-column cowl in place.



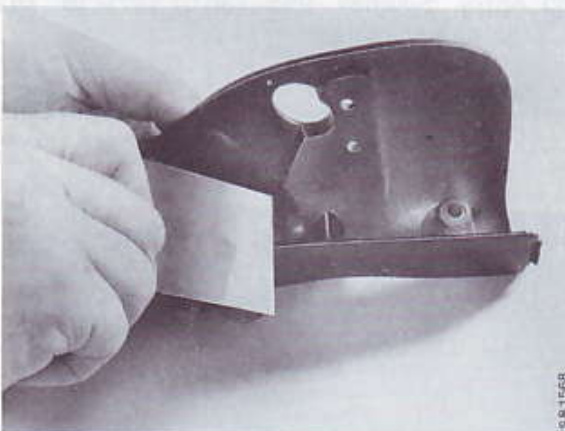
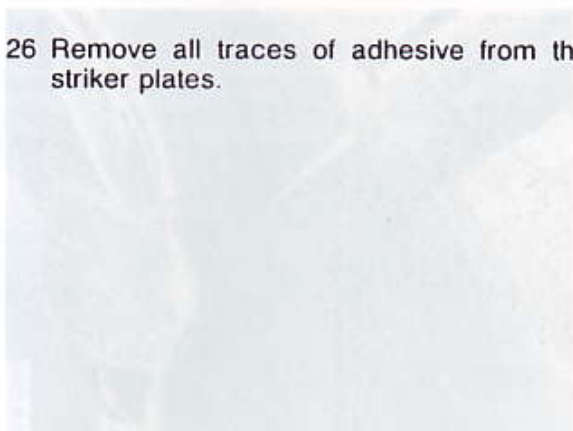
- 24 Refit the padded trim, plug in the connector and screw the rearview mirror back into position.



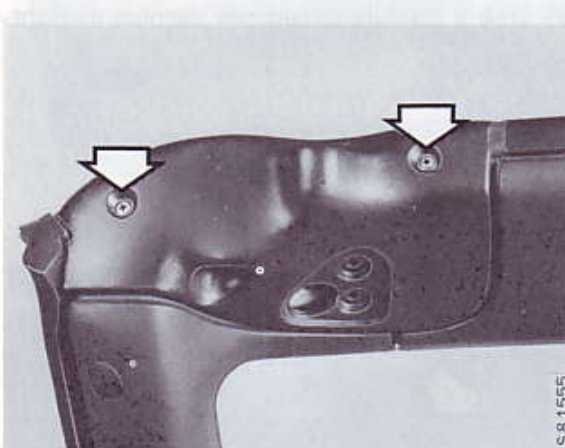
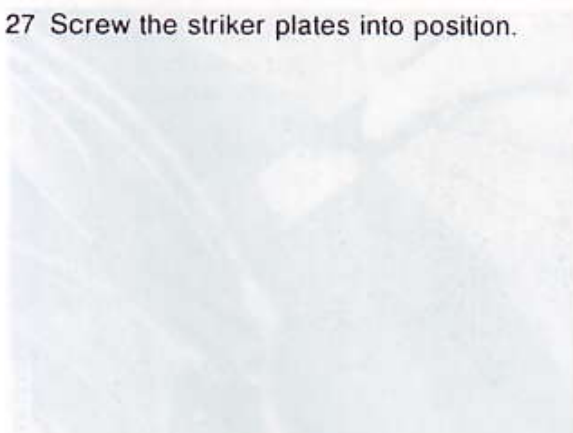
- 25 Remove all traces of adhesive from the top corners of the windscreen frame.



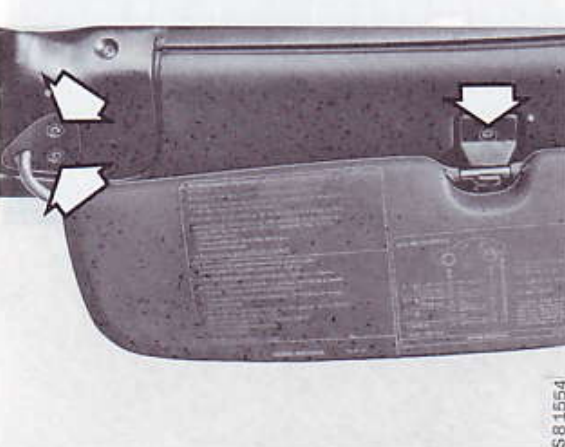
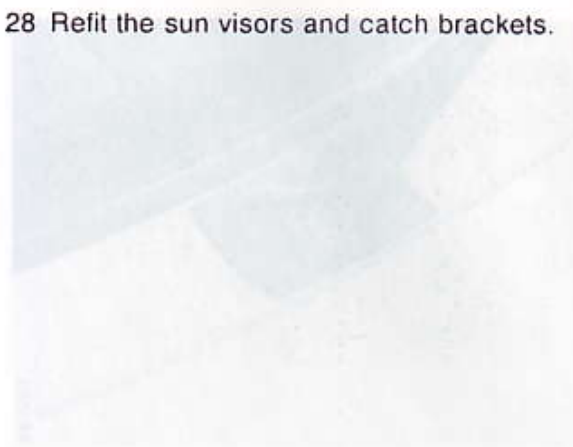
- 26 Remove all traces of adhesive from the striker plates.



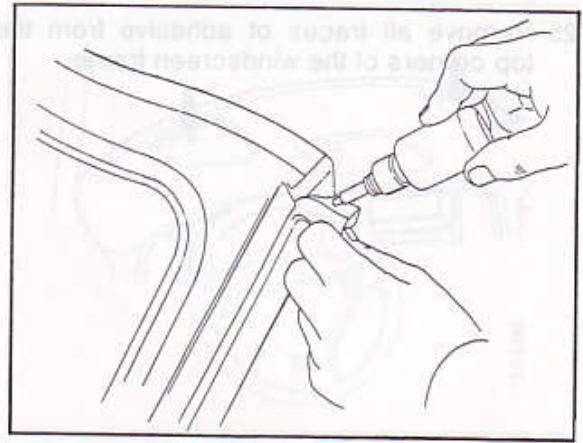
- 27 Screw the striker plates into position.



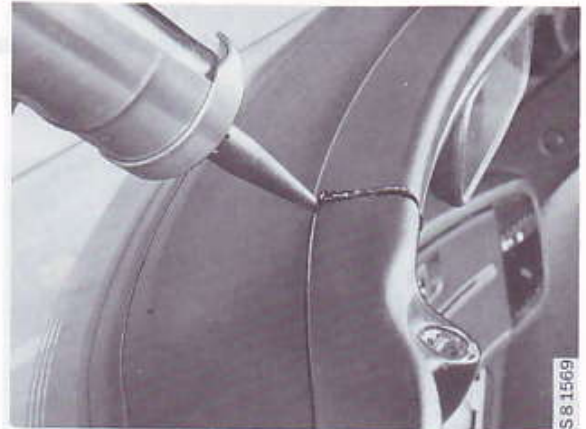
- 28 Refit the sun visors and catch brackets.



- 29 Apply contact adhesive to the A-pillar seals and press in the fasteners.



- 30 Apply Sikaflex 255 (30 07 127) to seal the striker plates.



- 31 Use a spatula to remove surplus sealant.



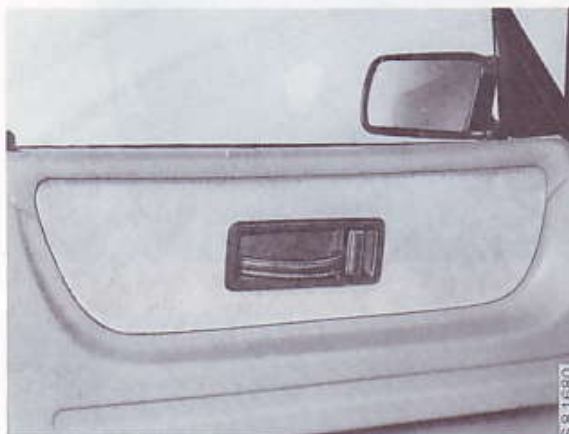
- 32 Fit the windscreen wipers.



Door windows

To remove

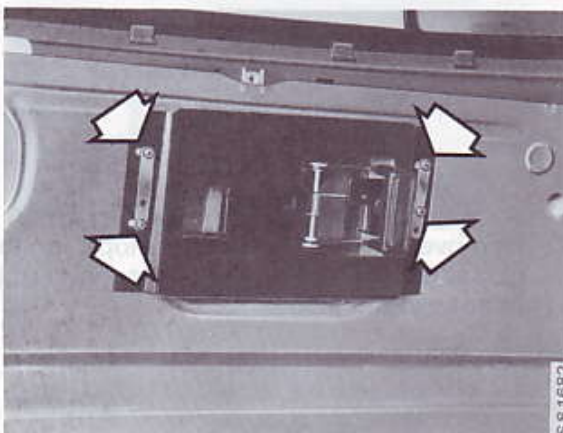
- 1 Remove the door pull and trim insert panel.



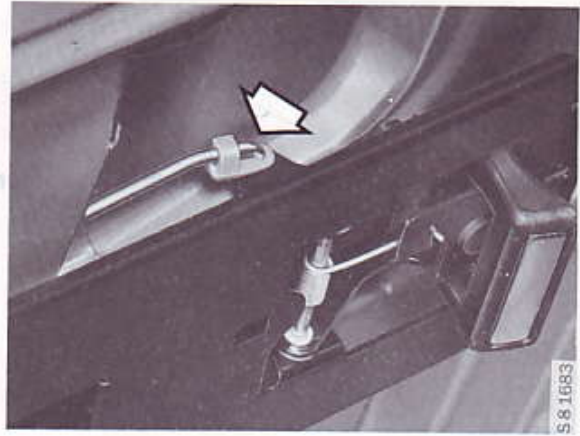
- 2 Remove the door-trim panel.



- 3 Undo the retaining screws for the door handle.



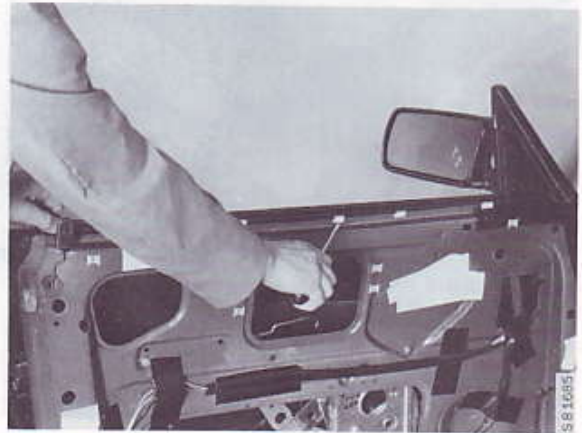
- 4 Disconnect the link rod from the handle.



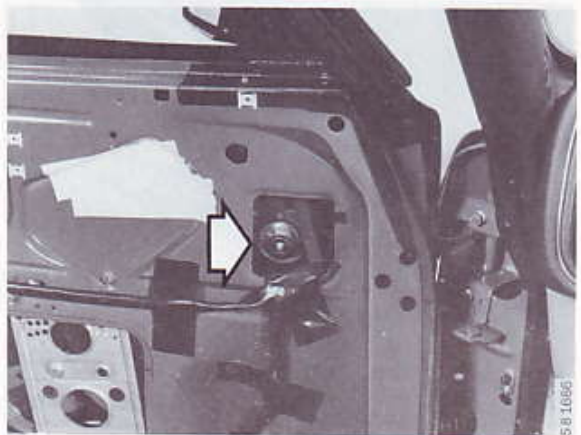
- 5 Remove the moisture barrier.



- 6 Remove the inboard window seal.



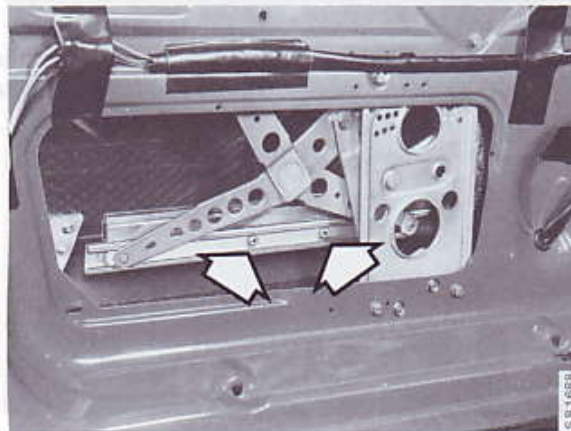
- 7 Remove the front and rear stops for the glass. (Lower the glass far enough to gain access to the stop.)



4 Carefully roll back the opening barrier.



- 8 Fully lower the glass. Undo the screws securing the glass to the glass-lift mechanism.



- 9 Lift up the glass, trailing edge first. Take care not to damage the outboard window seal.



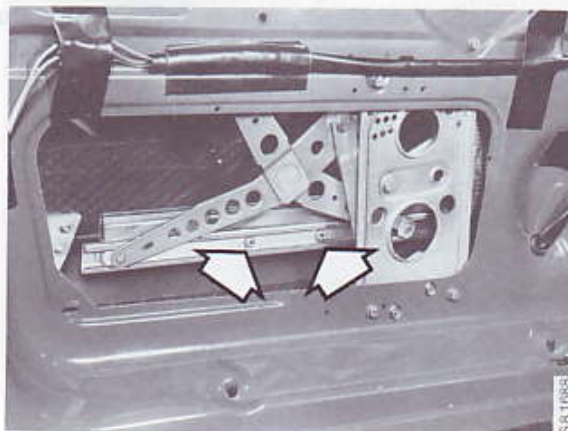
To fit

- 1 Lower the glass into position, taking care not to damage the outboard window seal.



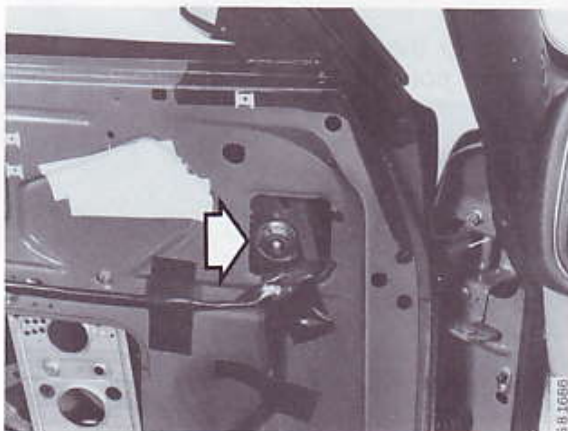
S81689

- 2 Slide the glass-lift channel into position and tighten the screws that secure the glass in the middle mounting.



S81688

- 3 Refit the stop rollers on the front and rear carriers. Adjust the height of the glass by moving the rollers. To gain access to the mountings on the glass carriers, raise or lower the window.

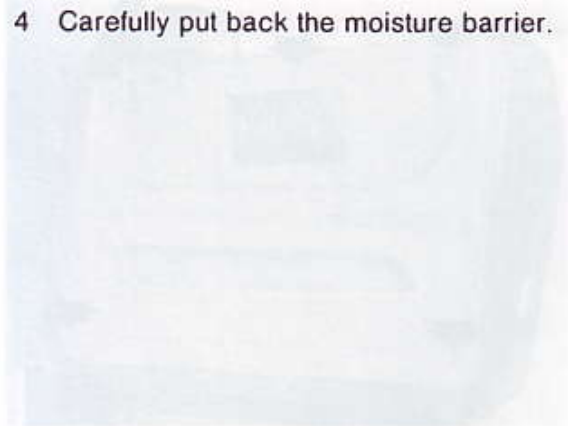


S81686

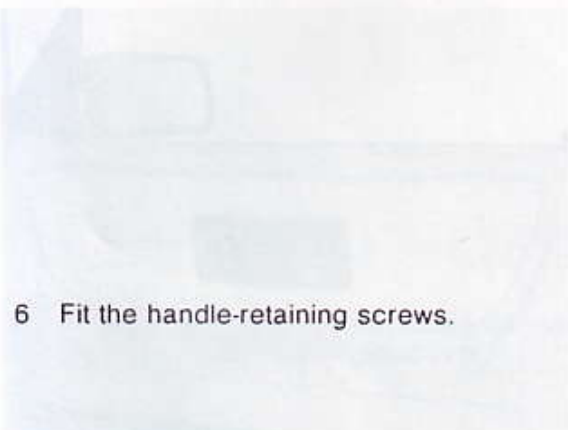


S81687

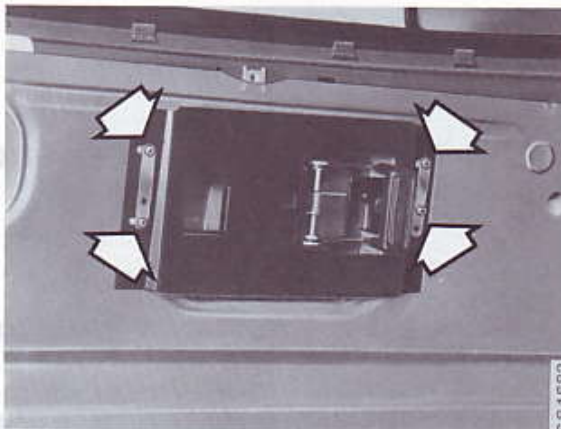
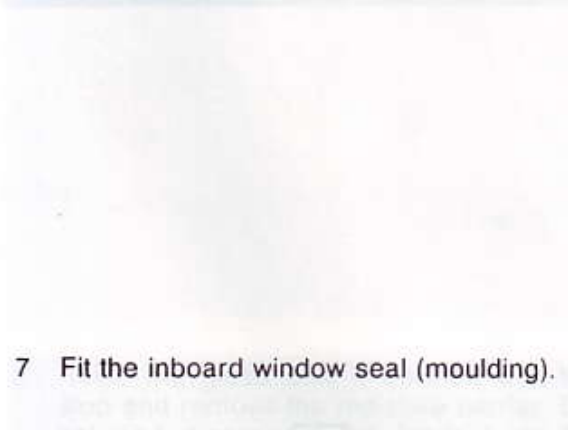
- 4 Carefully put back the moisture barrier.



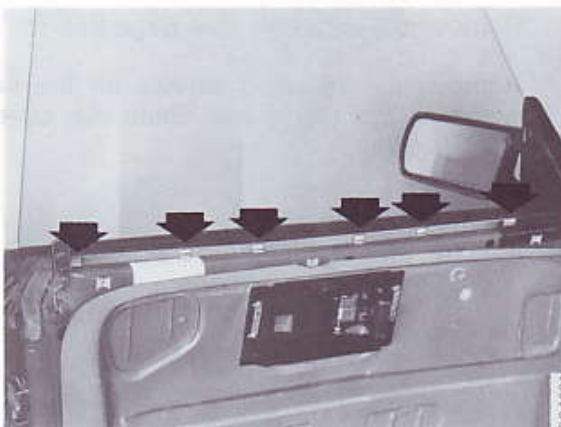
- 5 Put the door handle in position and hook on the link rod.



- 6 Fit the handle-retaining screws.



- 7 Fit the inboard window seal (moulding).



- 8 Check the position of the glass and adjust as necessary.

For details of how to adjust the window, see page 800-8.

- 9 Refit the door-trim panel and clip for the insert panel.



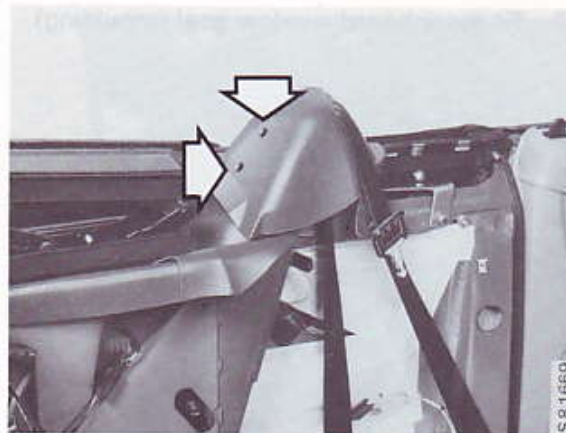
- 10 Refit the trim insert panel followed by the door pull.



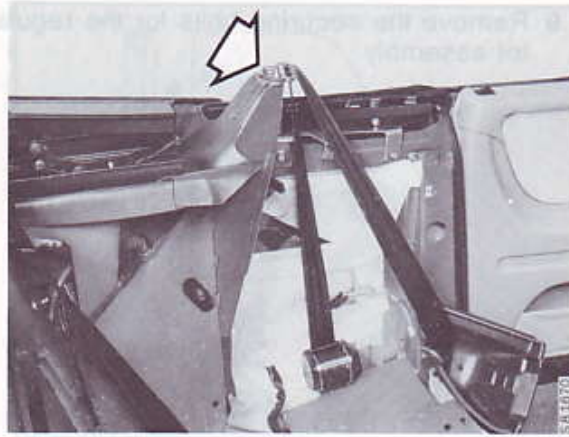
Rear quarterlight glass and regulator assembly

To remove

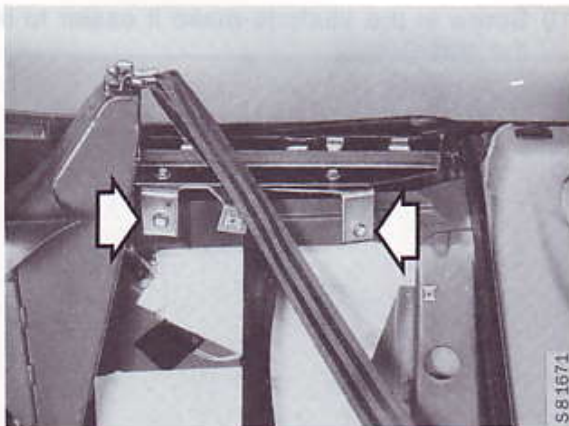
- 1 Remove the rear-seat cushion (see page 852-1).
- 2 Remove the rear-seat backrest (see page 852-1).
- 3 Remove the side trim (see page 851-1).
- 4 Remove the securing screws for the cover over the belt guide. Slide the cover down the belt.



- 5 Slacken the bolt in the belt guide and twist the guide inboard.



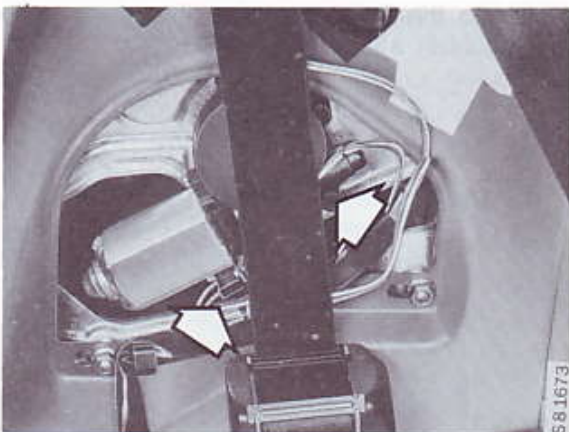
- 6 Remove the securing bolts for the quarterlight bracket assembly and lift off the bracket assembly.



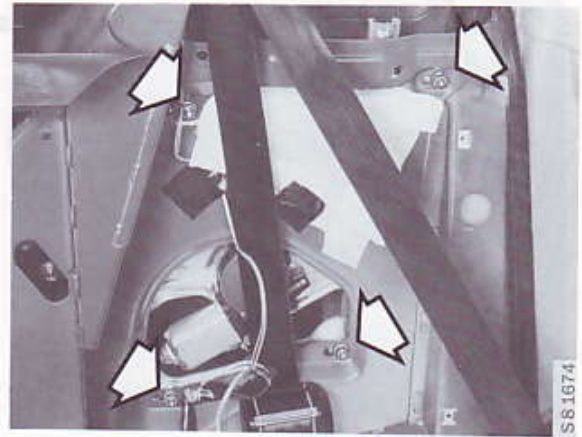
- 7 Remove the quarterlight outboard seal. The front of the seal is glued in place.



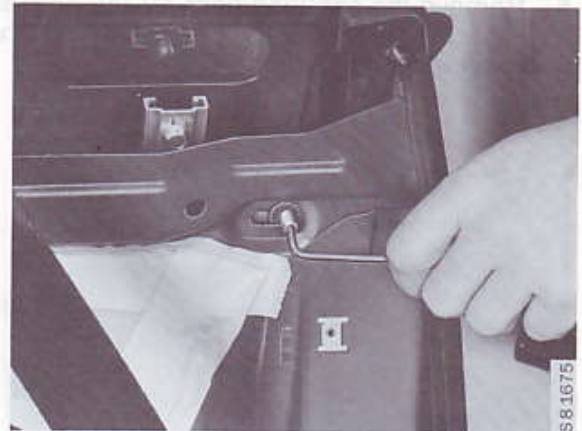
- 8 Raise the glass until it collides with the stop and remove the moisture barrier. Label and disconnect the leads from the electric motor.



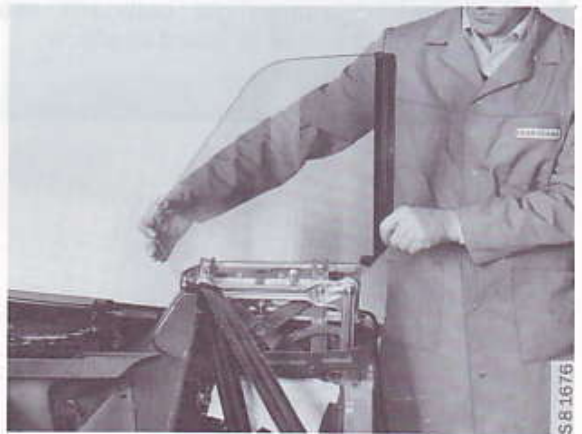
- 9 Remove the securing bolts for the regulator assembly.



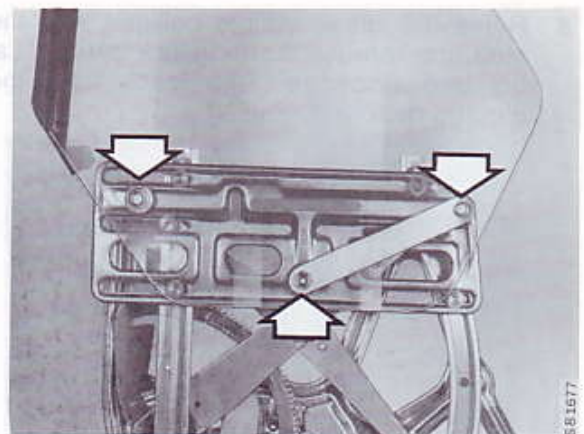
- 10 Screw in the studs to make it easier to lift the glass.



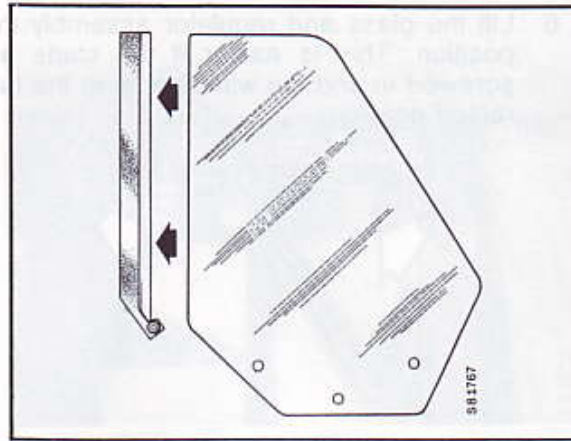
- 11 Lift out the glass complete with regulator assembly.



- 12 Undo the bolts securing the glass to the regulator assembly.

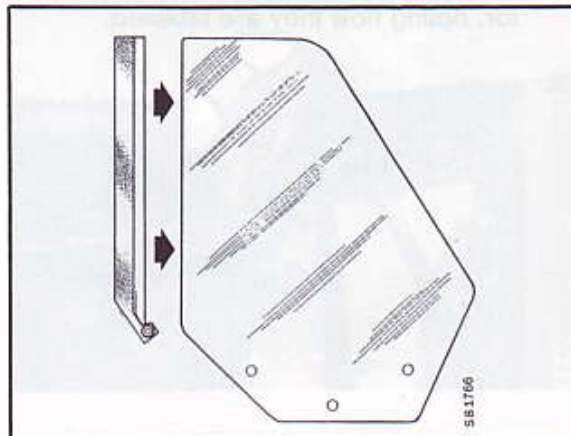
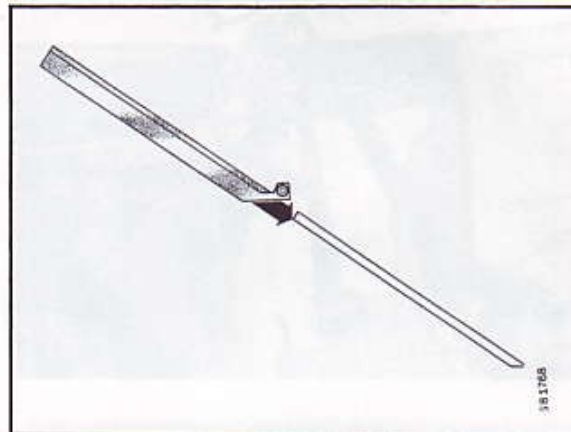


- 13 Remove the clip and rubber seal. These will have to be transferred to the new glass (where applicable).

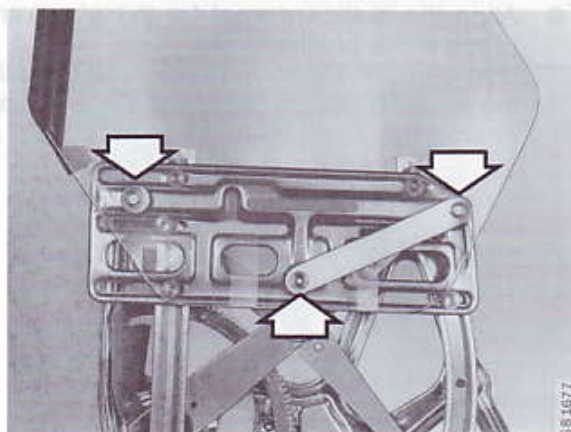


To fit

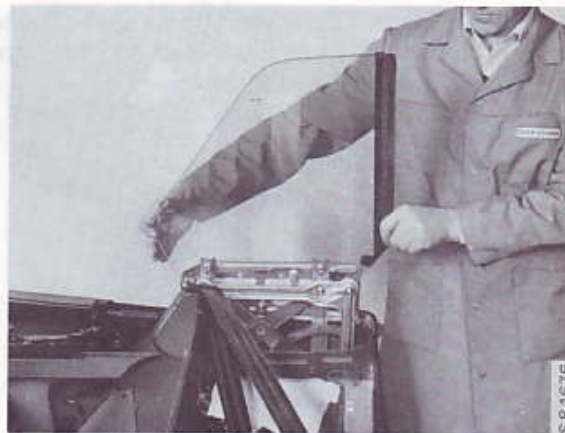
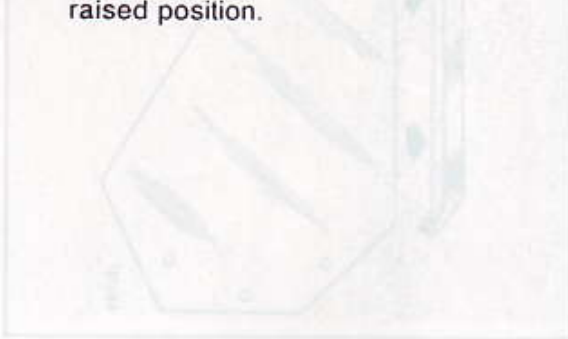
- 1 Apply glycerol (glycerin) to the rubber strip and slide the strip onto the retainer.
- 2 Apply primer to the strip retainer and glass.
- 3 Apply a bead of Betaseal along the groove in the strip retainer.
- 4 Press the strip retainer complete with rubber strip onto the leading edge of the glass. Fasten the clip and seal the top with Sikaflex 255 (30 07 127).



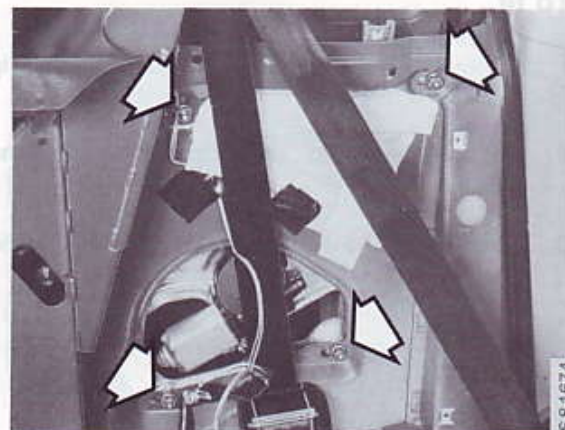
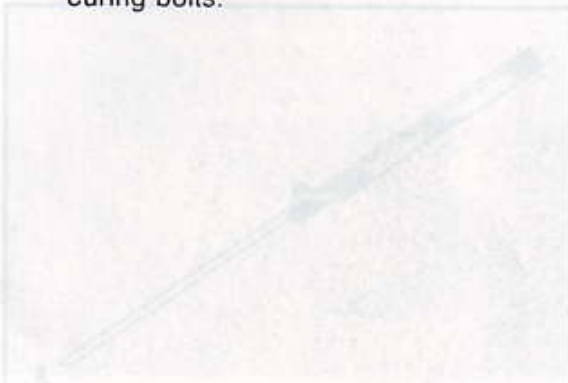
- 5 Position the glass on the regulator assembly and tighten the bolts.



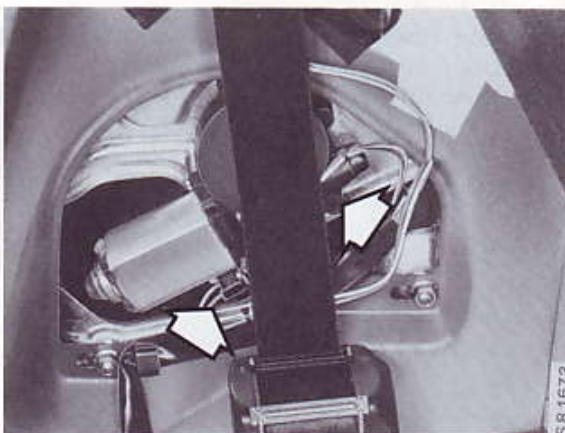
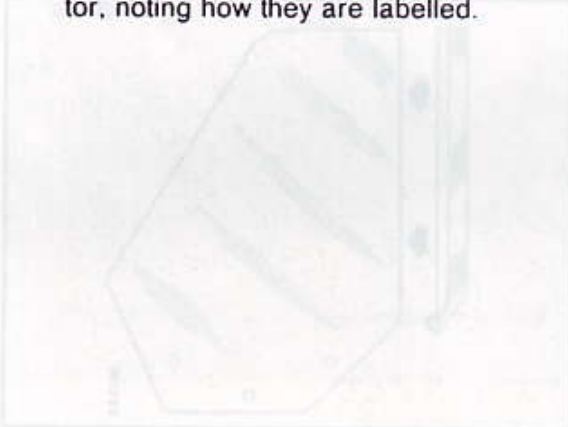
- 6 Lift the glass and regulator assembly into position. This is easier if the studs are screwed in and the window is in the fully raised position.



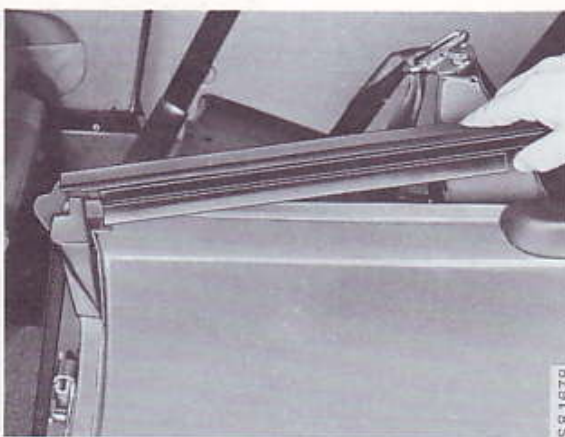
- 7 Back off the studs and loosely fit the securing bolts.



- 8 Reconnect the electrical leads to the motor, noting how they are labelled.



- 9 Align the outboard seal for the glass and press it into position. Use contact adhesive between the moulding and the seal at the door to glue it into position.



- 10 Put the quarterlight bracket assembly into position and tighten the bolts.

Top assembly front seal
Side seal

844-1
844-3

Top assembly front seal

To remove

1 Lower the top

- 11 Realign the belt guide, ensuring that the locating stud engages the hole in the body, and tighten the bolt.

Tightening torque:

24 - 40 Nm (17.7 - 29.5 lbf ft)

- 12 Fit the cover over the belt guide and tighten the retaining screws.

- 13 Adjust the fit of the glass relative to the top-assembly seals and the edge of the door (see page 800-9).

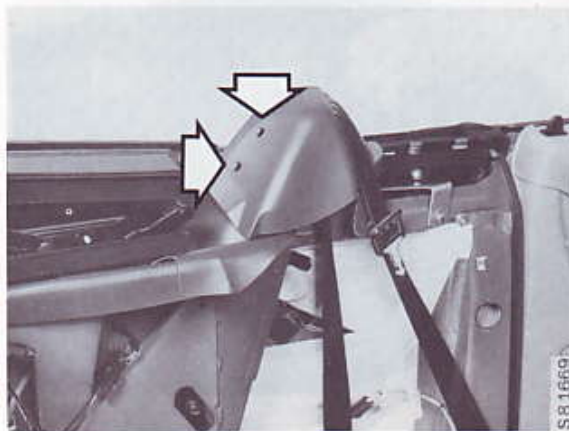
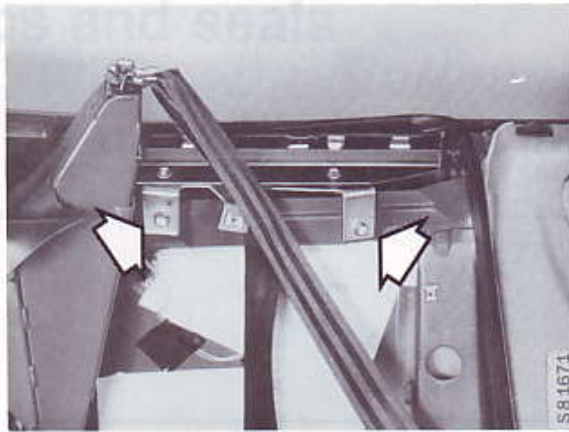
3 Pull on the seal

- 14 Carefully refit the moisture barrier.

- 15 Fit the side trim (see page 851-2).

- 16 Fit the backrest (see page 852-2).

- 17 Fit the seat cushion (see page 852-1).



Weatherstrips and seals

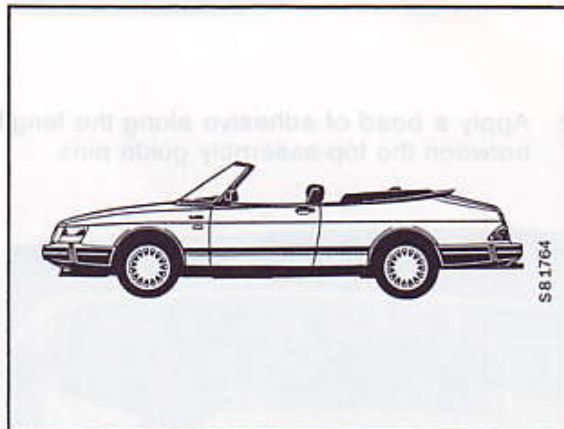
Top-assembly front seal 844-1
 Side seal 844-3

Rear seal 844-4
 A-pillar seal 844-5

Top-assembly front seal

To remove

- 1 Lower the top.



- 2 Undo the screws securing the seal to the front edge of the no. 1 crossmember.

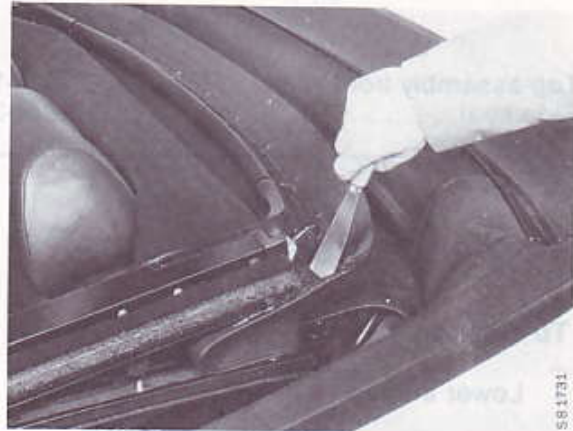


- 3 Pull off the seal.

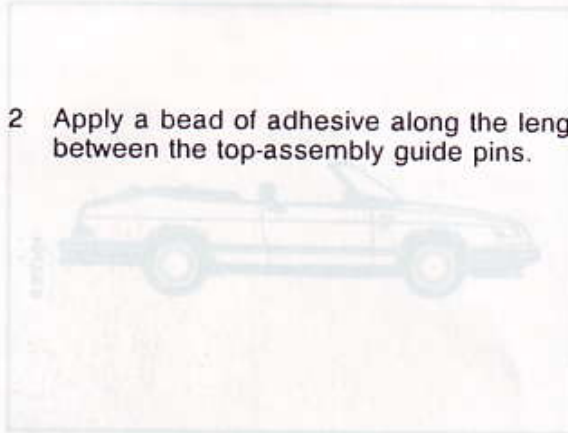


To fit

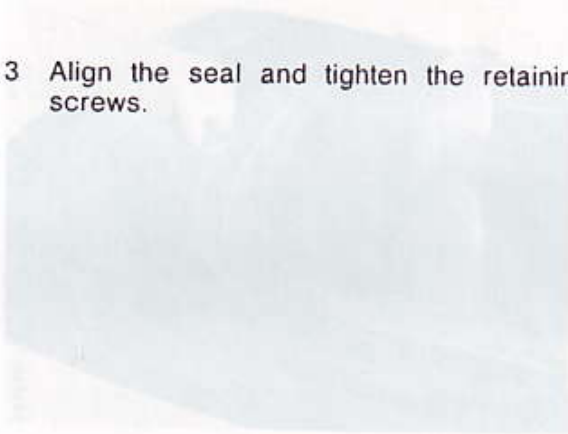
- 1 Remove all traces of old adhesive from the no. 1 crossmember and seal retainers.



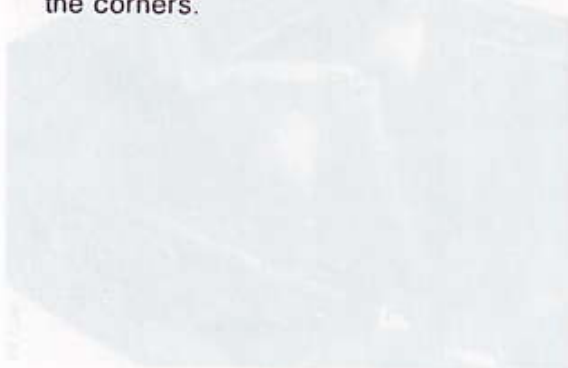
- 2 Apply a bead of adhesive along the length between the top-assembly guide pins.



- 3 Align the seal and tighten the retaining screws.



- 4 Apply Sikaflex 255 (30 07 127) to seal the corners.



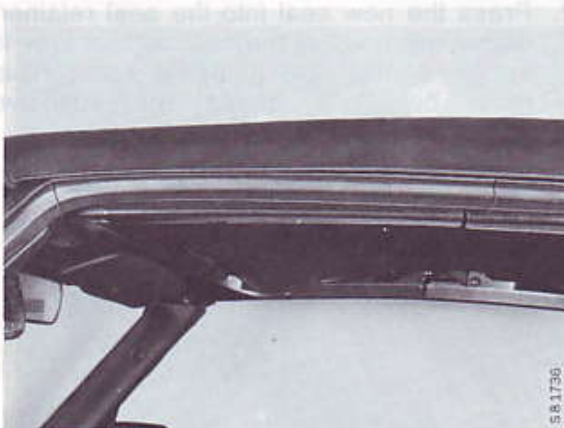
- 5 Glue the seal onto the seal retainers on the side rails.

Remember that any fore-and-aft adjustment must be made before the adhesive has hardened.



S 81735

- 6 Raise the top and adjust the fore-and-aft position of the seal.



S 81736

Side seal

To remove

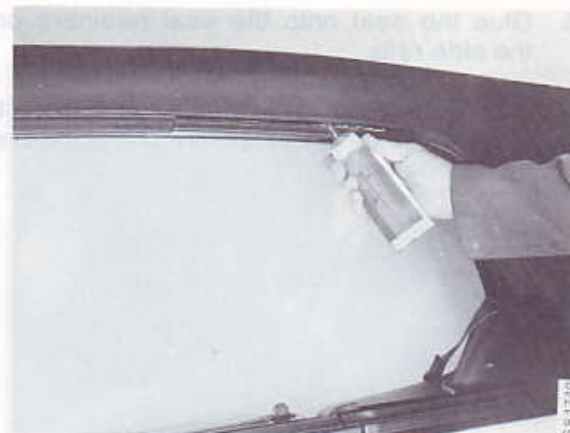
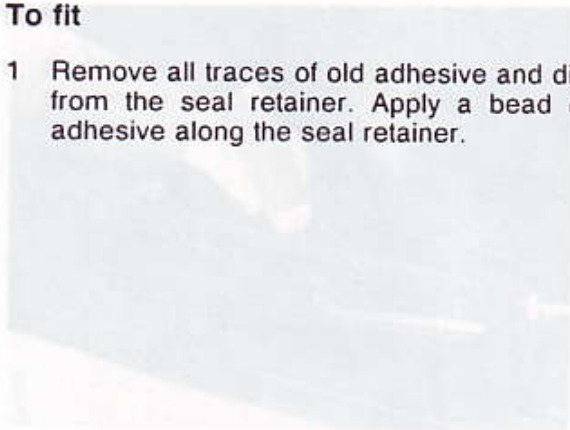
- 1 Pull the old seal out of the seal retainer.



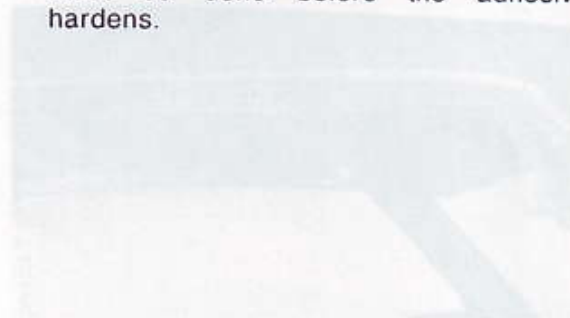
S 81740

To fit

- 1 Remove all traces of old adhesive and dirt from the seal retainer. Apply a bead of adhesive along the seal retainer.



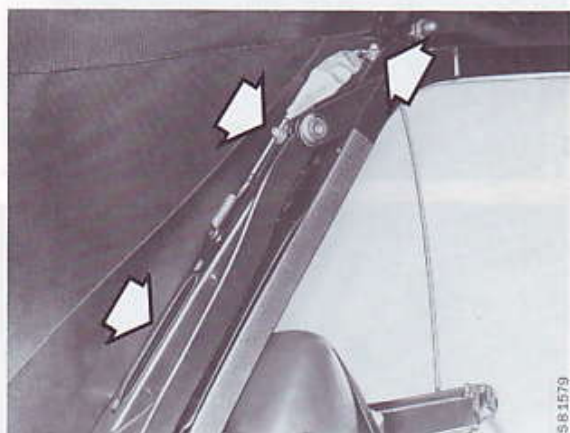
- 2 Press the new seal into the seal retainer. Adjust the ends of the seal so that they fit snugly against the adjacent seals. This must be done before the adhesive hardens.



Rear seal

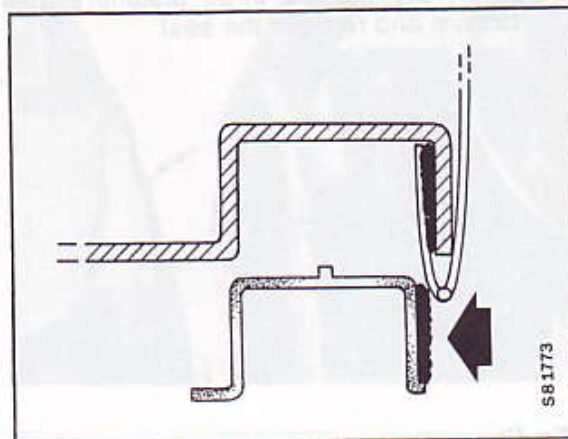
To remove

- 1 Remove the acorn nuts, snip through the tie and remove the seal.



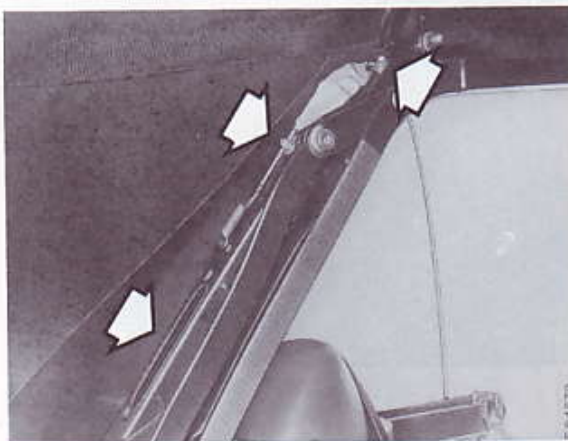
To fit

- 1 Apply a bead of adhesive along the new seal, put the seal in place and loosely fit the acorn nuts.

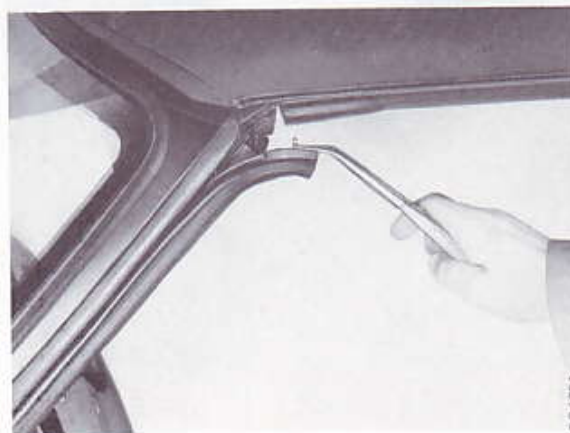


- 2 Adjust the end of the seal so that it fits snugly against the adjacent seal. Fit a new tie and tighten the acorn nuts.

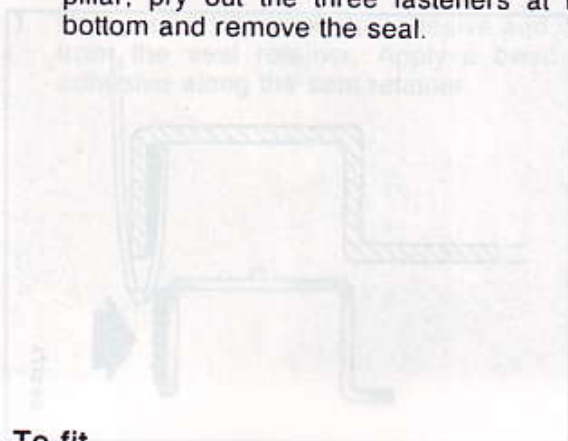
Do not cut off the end of the tie but tuck it inside. (Sharp ends can chafe against the top fabric.)

**A-pillar seal****To remove**

- 1 Pull out the fastener securing the top end of the seal.

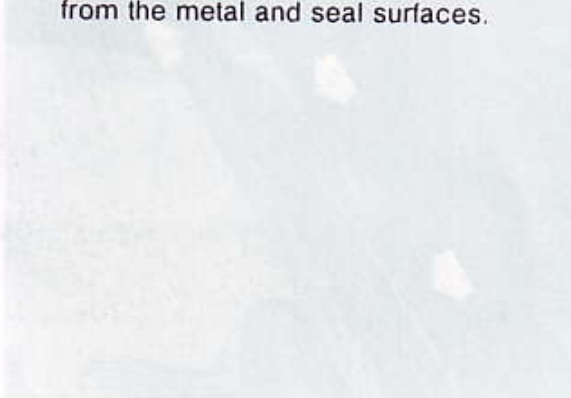


- 2 Carefully pull the seal away from the A pillar, pry out the three fasteners at the bottom and remove the seal.



To fit

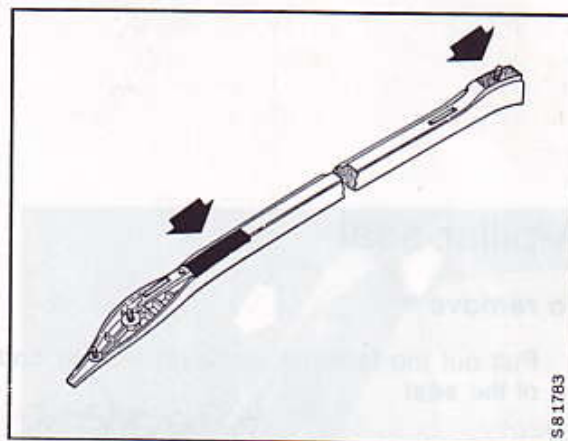
- 1 Remove all traces of old adhesive and dirt from the metal and seal surfaces.



- 2 Apply a length (about 4 cm) of double-sided adhesive tape, part no. 78 74 662, over the top one of the three fasteners. Use a piece of sandpaper to roughen the top end of the seal.

To remove

- 1 Remove the upper rail and through the hole and remove the seal.



- 3 Press home the three fasteners at the bottom of the seal and press the seal onto the tape.



- 4 Apply a bead of adhesive along the pillar.



- 5 Adjust the seal so that it fits snugly against the seal on the top assembly. Apply contact adhesive to the top of the seal and press in the fastener.



Interior trim

Side trim 851-1

A-pillar trim 851-3

Side trim

To remove

- 1 Remove the seat cushion (see page 852-1).
- 2 Remove the backrest (see page 852-1).
- 3 Remove the speaker trim and unplug the connector for the light.

- 4 Remove the rubber cover piece (glued onto trim).

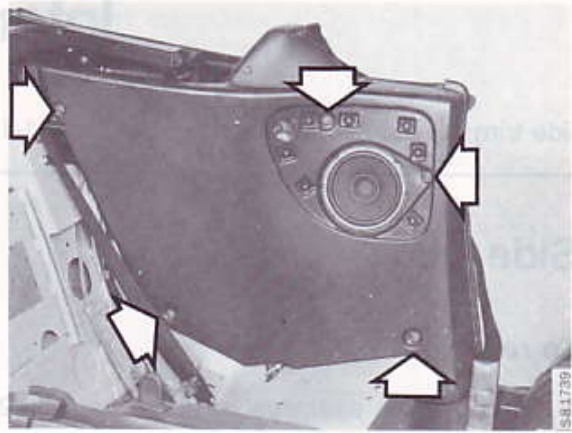


S81737

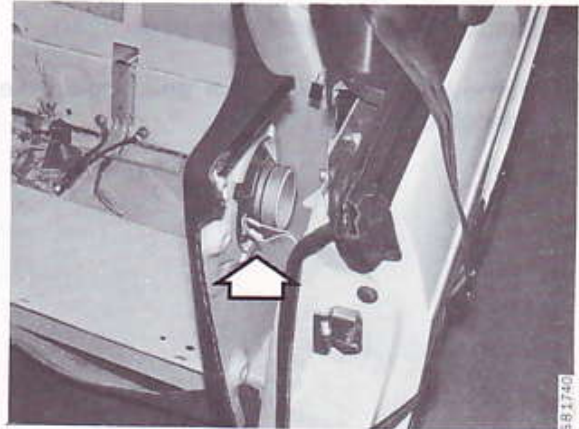


S81738

- 5 Remove the trim retaining screws.

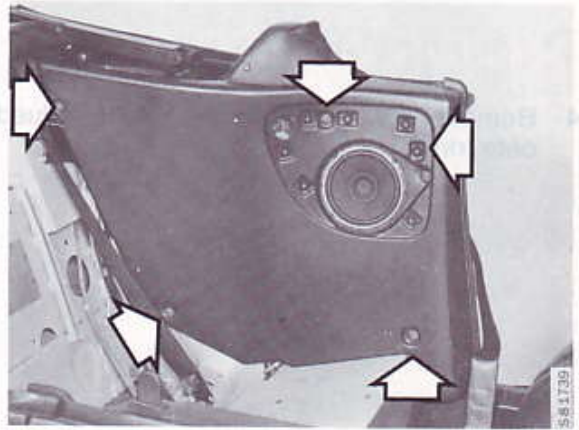


- 6 Unplug the speaker connectors and lift away the trim.



To fit

- 1 Lift the trim into position and reconnect the speaker leads.

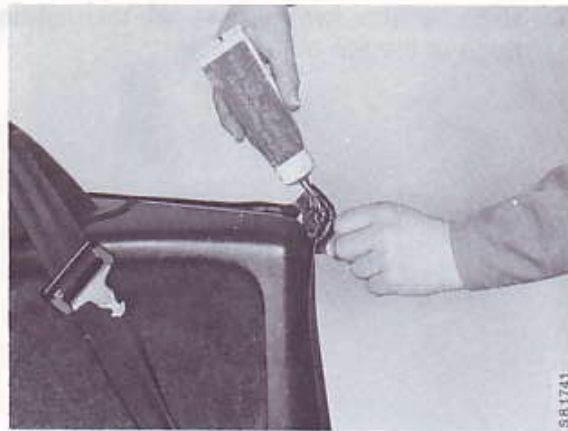


- 2 Ensure that the rubber door seal does not become trapped behind the trim and tighten the trim retaining screws.

- 3 Plug on the connector for the light and press the light fitting into the clips. Refit the speaker trim.



- 4 Apply adhesive to the rubber cover piece and press it into position.
- 5 Refit the backrest (see page 852-1).
- 6 Refit the seat cushion (see page 852-2).

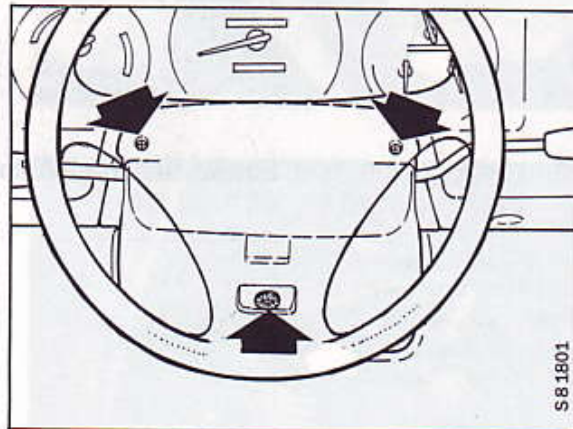


S81741

A-pillar trim

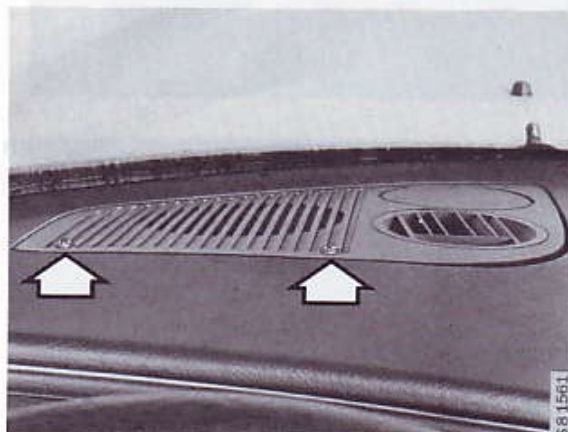
To remove

- 1 Remove the striker-plate assembly (see page 812-53).
- 2 Remove the lower, steering-column cowl.



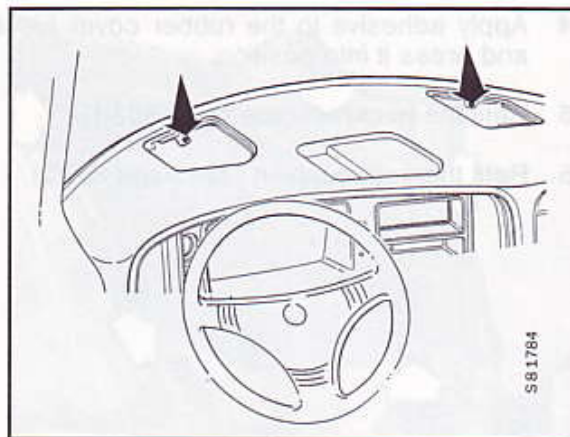
S81801

- 3 Remove the speaker grilles.

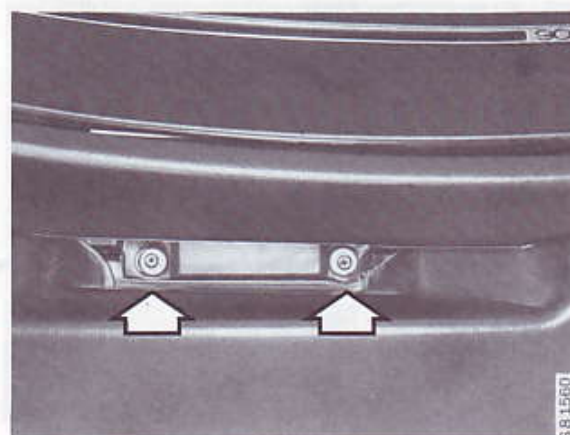


S81561

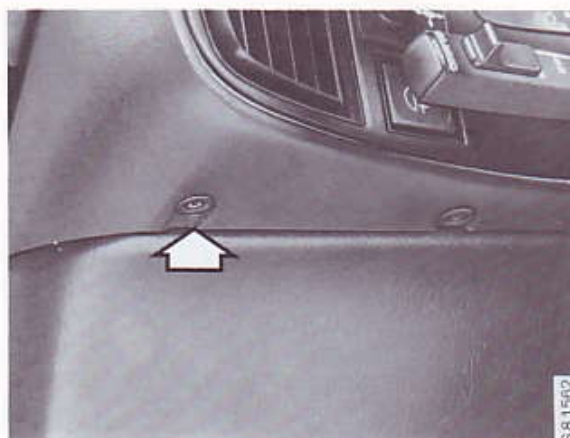
- 4 Remove the two screws in the leading edge of the top of the dash.



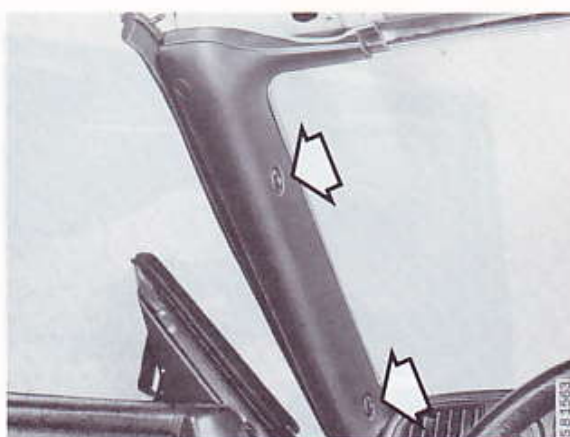
- 5 Remove the two securing screws from underneath the glove compartment.



- 6 Remove the end screw underneath the dash panel on the left-hand side.



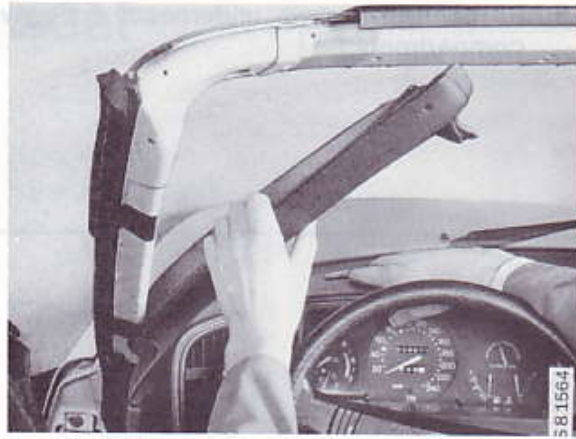
- 7 Remove the fasteners for the A-pillar trim.



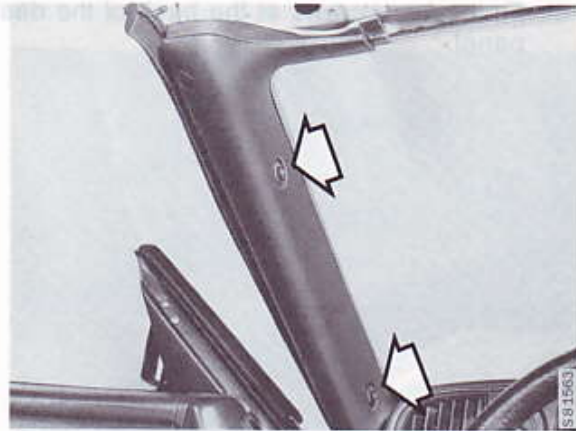
- 8 Pull the dash panel forward, push the A-pillar trim towards the front of the car (on both sides) and remove it.

To fit

- 1 Pull the dash panel forward and install the A-pillar trim on either side.



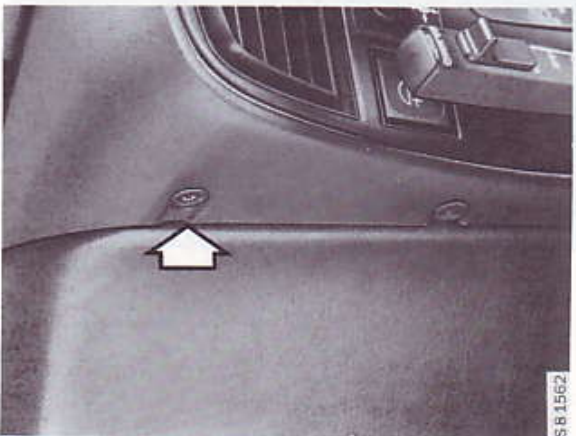
- 2 Press in the fasteners for the A-pillar trim.



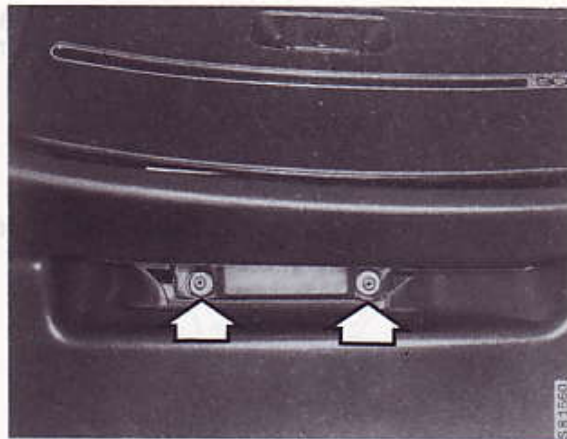
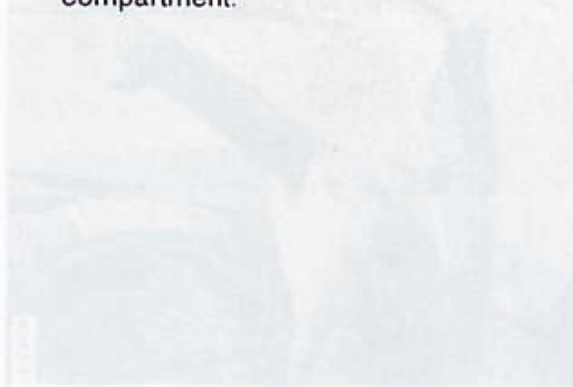
- 3 Push the dash panel back into position, checking to ensure that the spindle for the temperature control is still properly connected.



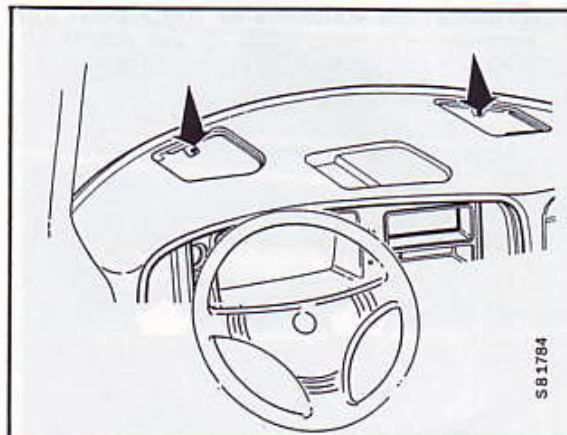
- 4 Fit the screw at the outboard end underneath the dash panel.



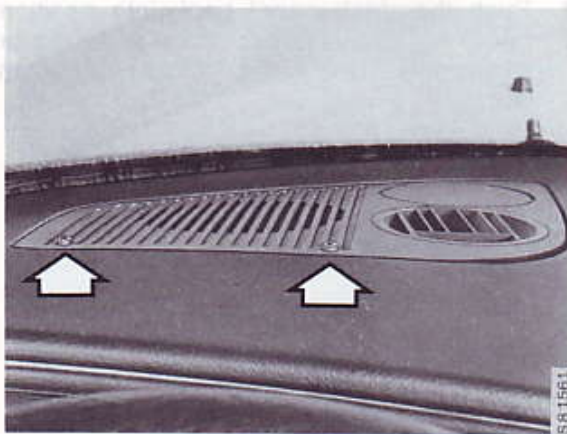
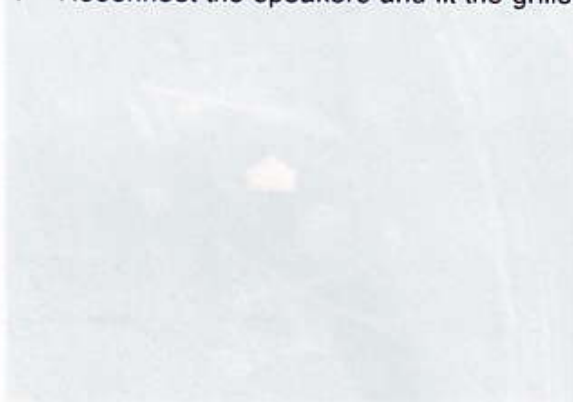
- 5 Fit the two screws underneath the glove compartment.



- 6 Fit the two screws at the back of the dash panel.

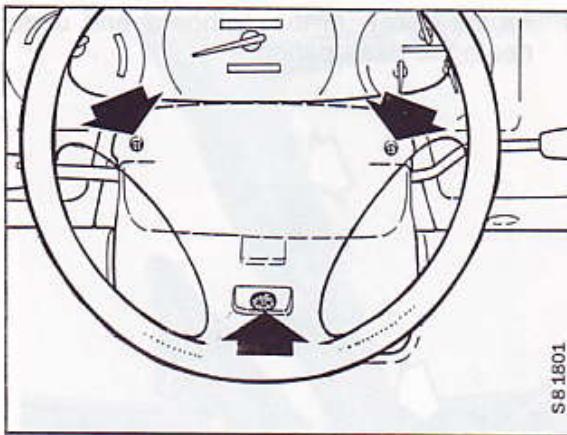


- 7 Reconnect the speakers and fit the grilles.



- 8 Press in the fastener and fit the two screws holding the steering-column cowl in place.

- 9 Fit the striker-plate assembly (see page 812-55).



Rear seat

Rear seat	852-1
Seat cushion	852-1
Backrest	852-1

Rear seat

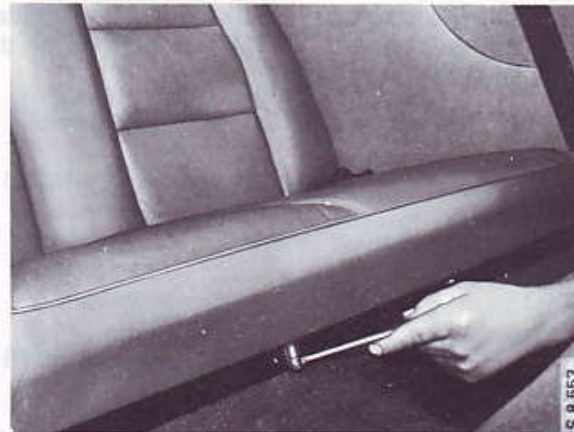
Seat cushion

To remove

- 1 Remove the four bolts in the metal strip along the leading edge of the cushion. Lift the cushion out of the car.

To fit

- 1 Put back the seat cushion and tighten the four bolts in the leading edge of the cushion.



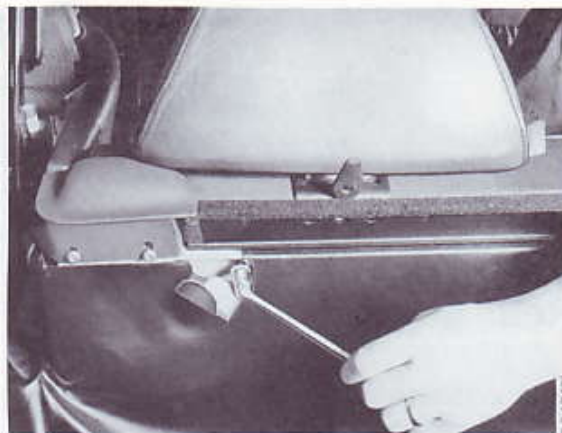
Backrest

To remove

- 1 Remove the seat cushion (see above).
- 2 Remove the two bolts securing the bottom of the backrest.



- 3 Remove the two bolts securing the top of the backrest and lift the backrest out of the car.

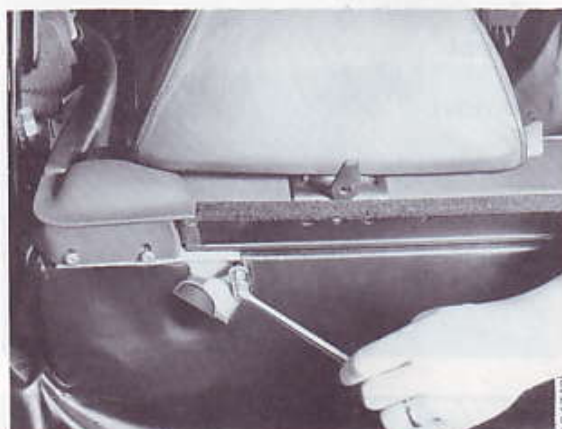


To fit

- 1 Lift the backrest into position and tighten the securing bolts at the bottom of the backrest.



- 2 Tighten the securing bolts at the top of the backrest.
- 3 Refit the seat cushion (see page 852-1).



Alphabetical section guide

A-pillar seal

Technical description	800-4
Removal	844-5
Fitting	844-6

A-pillar trim

Removal	851-3
Fitting	851-5

ABS-system tester

Special tools	108-1
Measuring pressure	812-46

Adaptor

Special tools	108-1
Measuring pressure	812-46

Adhesive tape

Adhesives

Technical data	028-1
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Adjustments

Body dimensions

Body shell

Body strengthening

Bypass valve

Technical description	800-3
Removal/fitting	812-43

Cambria top-cover fabric

Technical data	028-1
Technical description	800-2

Door window

Removal	843-15
Fitting	843-18
Adjustment	800-8

Front seal

Technical description	800-4
Removal	844-1
Fitting	844-2
Adjustment	800-7

Headlining

Technical description	800-3
Removal	812-21
Fitting	812-24

Hydraulic fluid

Technical data	028-1
Technical description	800-3

Hydraulic hoses

Technical description	800-3
Removal	812-42
Fitting	812-43

Hydraulic system

Technical data	028-1
Technical description	800-3
Removal	812-36
Fitting	812-39
Measuring pressure	812-46
Bleeding	812-44

Latching handle assembly

Technical description	800-2
Removal	812-49
Fitting	812-51
Adjustment	800-5

Pressure sensor

Special tools	108-1
Measuring pressure	812-46

Quarterlight

Removal	843-20
Fitting	843-23
Adjustment	800-9

Rear screen

Technical description	800-2
Removal	812-25
Fitting	812-28

Rear seal

Technical description	800-4
Removal	844-4
Fitting	844-5
Adjustment	800-7

Rear seat

Removal/fitting	852-1
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Sealant

Technical data	028-2
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Seals

Technical description	800-4
Removal/fitting	844-1
Adjustment	800-7

Servo cylinders

Technical description	800-3
Removal/fitting	812-43

Servo pump

Technical data	028-1
Technical description	800-3
Removal/fitting	812-42

Side seal

Technical description	800-1
Removal	844-3
Fitting	844-4
Adjustment	800-7

Side trim

Removal	851-1
Fitting	851-2

Spacers

108-1

Special tools

102-1

Spoiler assembly

Removal/fitting	830-8
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**Spoiler side assembly
(chassis no. L7011109 & earlier)**

Removal	830-1
Fitting	830-2

**Spoiler side assembly
(chassis no. L7011110 onwards)**

Removal	830-4
Fitting	830-6

Staple gun

108-1

Staples

Special tool	801-1
Technical data	028-1
Technical description	800-2

Stretcher

800-2

Striker plate assembly

Removal	812-53
Fitting	812-55

Technical data

028-1

Technical description

800-1

Top assembly guide pins

Adjustment	800-5
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Top assembly

Technical description	800-1
Removal fitting	812-1
Adjustment	800-4

Top cover

Technical data	028-1
Technical description	800-2
Removal	812-1
Fitting	812-7

Top frame assembly

800-1

Top-frame crossmembers

Adjustment	800-5
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Tyre pressures

028-2

Upholstery

Removal/fitting	851-1
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Window glass

Removal fitting	843-1
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Windscreen

Removal	843-1
Fitting	843-6

User feedback

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Manual concerned:

Note down any comments or suggestions you may have on a sheet of paper or take a copy of this page and send us your views at the above address. For greater convenience, you are also welcome to send your comments by fax, using the telephone number shown.



SAAB

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