

Technical specification

Specifications

General

Curb weight 2980-3020 lb
Gross vehicle
weight rating 3790-3840 lb

Number of seating positions,
including driver's 4

Top manufacturer ASC Inc.
Top material Cambria cloth

Tyres

Saab 900 Convertible 195/60 R15 86H

Tyre pressure
(cold tyres)
Normal load Full load
Front/Rear Front/Rear
30/32 PSI 35/36 PSI

Oil in the hydraulic system SAE 10W Motor Oil

Other equipment	Designation	Saab part No.
Stapling gun	Duo-Fast Medium B1-5324	

Staples

Short	Duo-Fast 5310-D (9.53 mm)	69 35 712
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Long	Duo Fast 5316-0 (12.7 mm)	69 34 285
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Adhesive	3M Super weather strip adhesive, black Part No. 051135- 08008	
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Cleaning the top	See the instructions in the Owner's Manual
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Cleaning agent for re- moving spots on the top:	Sikkens Reducer M600. Manufacturer's code: 96045
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(This cleaning agent should be used if the spots
cannot be removed with soap-based detergent
and water.)

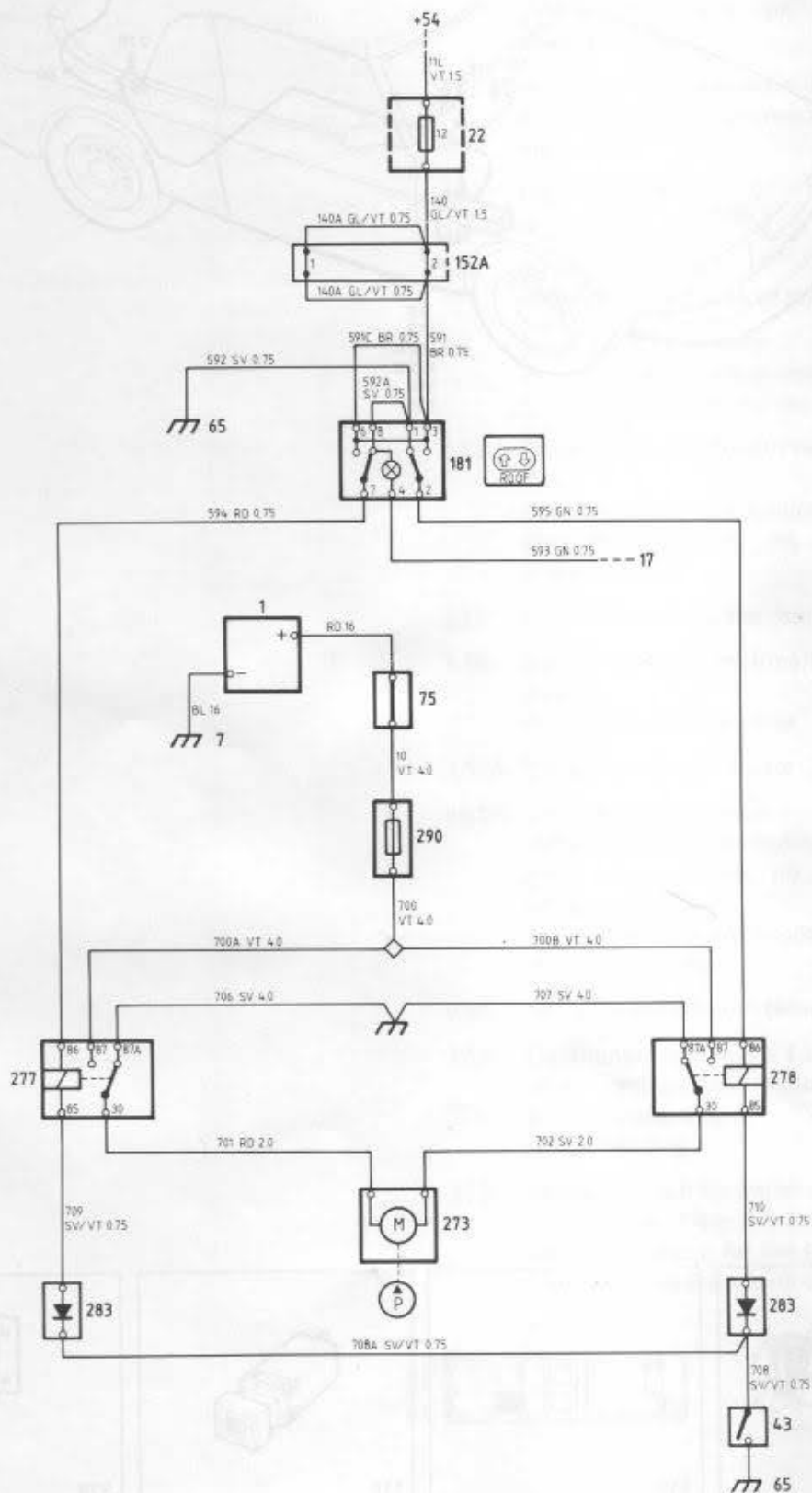
Note. Follow the manufacturer's safety direc-
tives when using the cleaning agent.

Stapling the fabric

	Distance between staples	Staple length
Drainage pocket	100 mm	Short
Rear window section, centre part	5-10 mm	Long
Rear window section, side part	5-10 mm	Short at the thin tack strip
Side sections, rear	5-10 mm	Long for several layers of fabric.
Side sections, behind the rear window	5-10 mm	Long for rear side windows

All staples should be horizontal.

Electrically operated top



Operation

The top is raised and lowered by means of two hydraulic cylinders, actuated by oil supplied by an electric-driven hydraulic pump.

Switch 181 for operating the top is supplied from fuse 12 via the white 29-pole connector 152A.

To lower the top, power is supplied from pin 2 of the switch to relay 278, which is then energised. The relay coil is earthed across switch 43 for the handbrake warning lamp, and the handbrake must therefore be applied before the top can be operated.

Motor 273 of the hydraulic pump (P) is now energised via the relay contacts from battery 1 and fuse 290 (25 A). The motor is earthed through the second relay (277) which is de-energised.

To raise the top, the direction of rotation of the motor is reversed, since relay 277 is energised instead and relay 278 is de-energised.

Diodes 283 prevent the flow of reverse currents and energising of the relays on the wrong occasion.

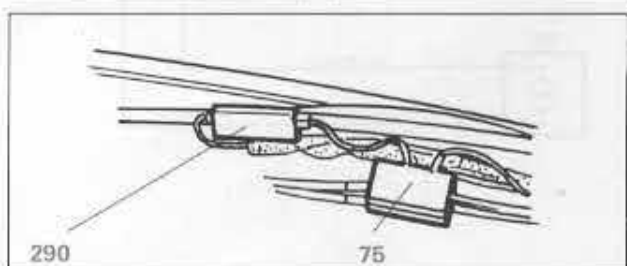
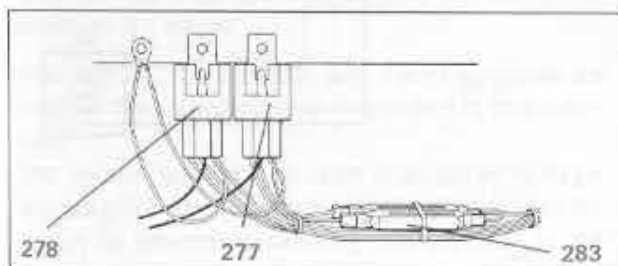
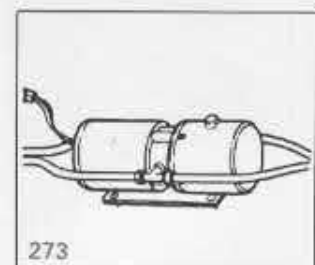
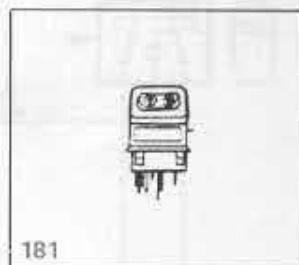
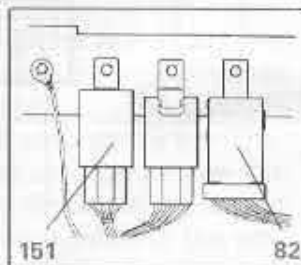
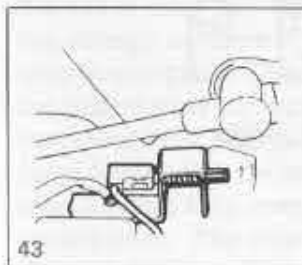
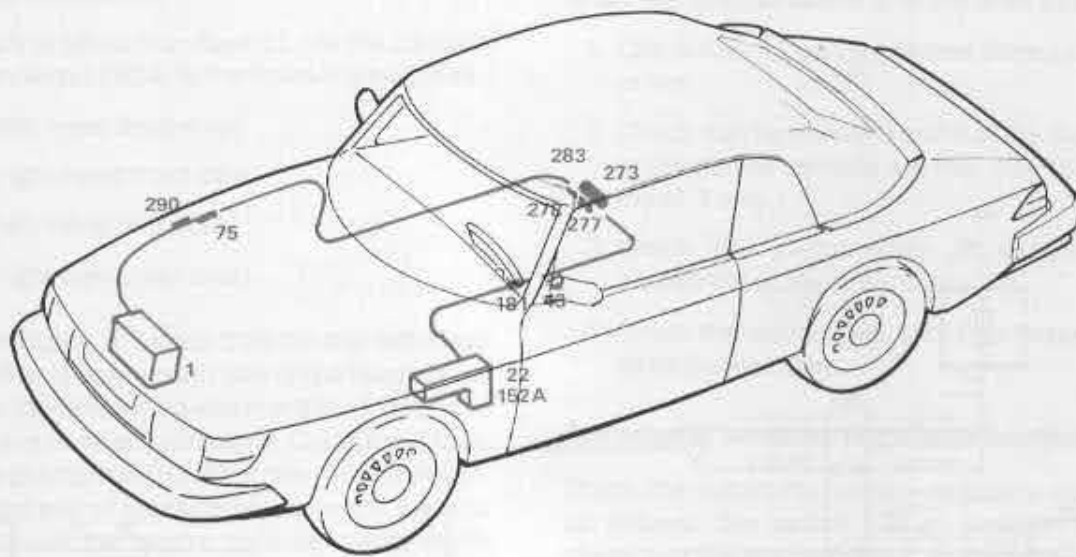
Fault tracing hints

The top can be operated when the ignition switch is in the drive position and the handbrake is applied.

- 1 Check fuse 12 and check that the supply to it is live.
- 2 Check that the relays for raising and lowering operate correctly and that the diodes are in good condition.
- 3 Check that the relays are energised at terminal 87 and that the hydraulic pump motor is energised when the switch is actuated.
- 4 Check the connectors, cable harnesses and earth connections.

Locations of components

- 1 Battery
on the right-hand side of the engine compartment
- 7 Earthing point on the radiator cross-member
- 17 Extra rheostat for lighting the switches and controls
- 22 Fuse box
in the electrical distribution box in the engine compartment, on the left-hand wheel housing
- 43 Handbrake switch
under the plastic cover at the handbrake lever
- 65 Earthing point, handbrake lever
- 75 Distribution block
in the engine compartment, on the right-hand wheel housing wall
- 152A 29-pole white connector
in the electrical distribution box in the engine compartment, on the left-hand wheel housing.
The connector is accessible from the interior of the car
- 181 Switch for the electrically operated sun-roof/top
on the centre console between the front seats
- 273 Motor for the top
under the back seat, on the right-hand side
- 277 Relay for raising the top
under the back seat, on the right-hand side
- 278 Relay for lowering the top
under the back seat, on the right-hand side
- 283 Diode for the top relay
under the back seat, on the right-hand side, in the cable harness running to the relays (277/278)
- 290 Fuse for the top
in the engine compartment, on the right-hand wheel housing wall (at distribution block 75)

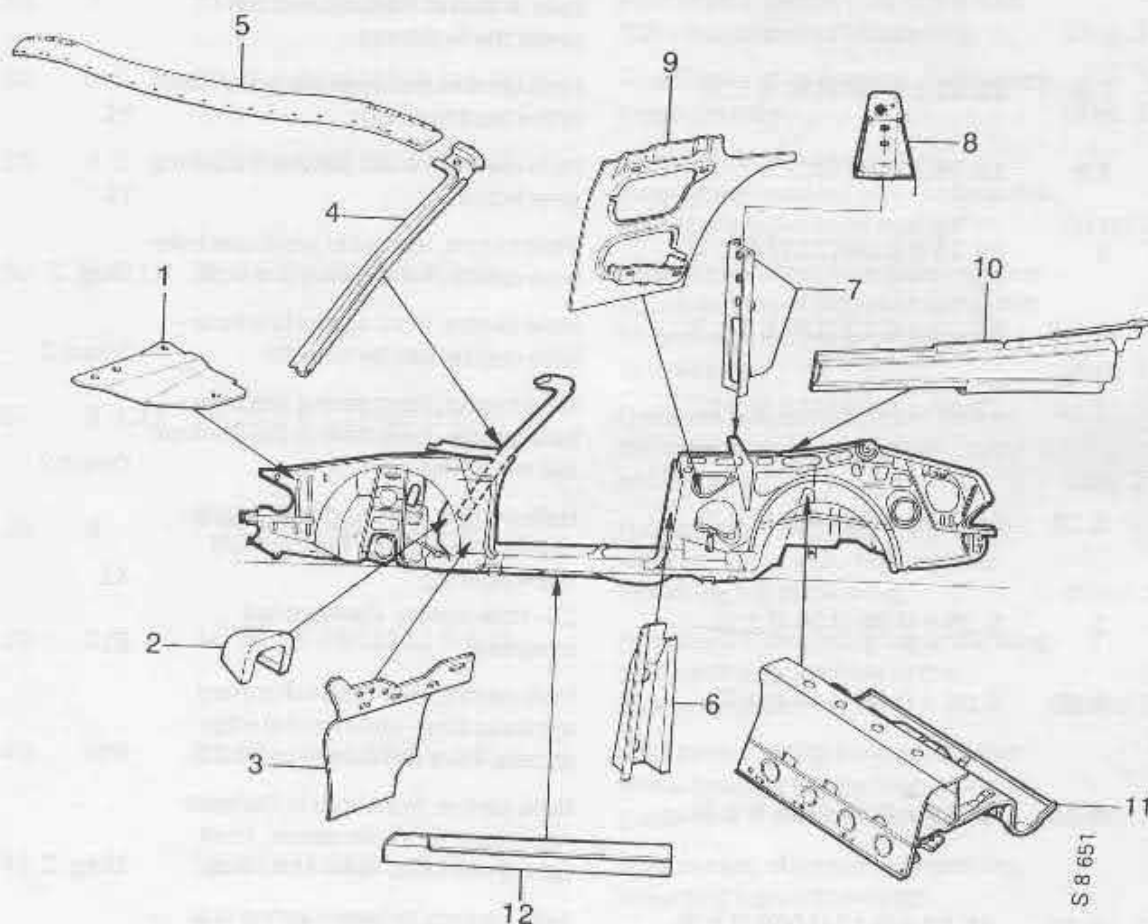


Body assembly

The Saab 900 Convertible has a unit construction body of the same basic type as the Sedan and Combi Coupé models. The absence of a permanent roof is compensated by a strengthened system of chassis members and a load-bearing (glued) windscreen. The reinforcements are described below.

Additional body reinforcements on the Saab 900 Convertible

- | | |
|--|--|
| 1 Corner reinforcement for the top radiator cross-member | 7 Secondary B pillar (mounting point for the fabric top bracket) |
| 2 Wheel housing mounting for the A pillar | 8 Guide mounting, secondary B pillar |
| 3 Reinforcement of the wheel housing wall | 9 Inner front side panel |
| 4 A pillar, extended to the wheel housing | 10 Upper side member |
| 5 Roof member, windscreen frame | 11 Torsion box over the rear axle tunnel |
| 6 B pillar | 12 Sill reinforcing member |



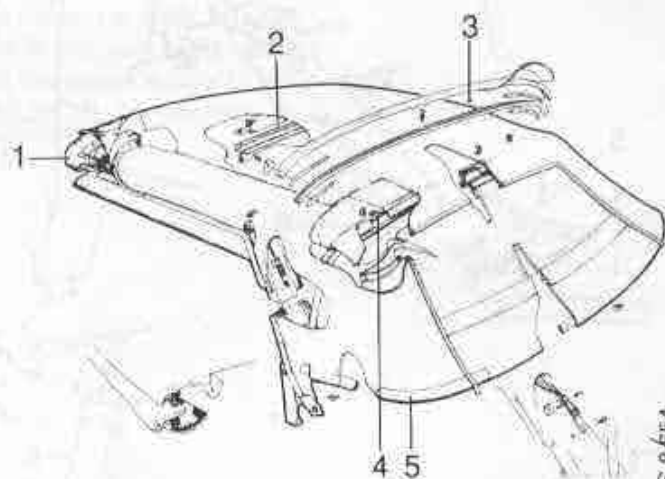
Top stack Contents

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Top stack

Top with mechanism

The top consists of a fabric top part (the fabric is known as Cambria) and a mechanism consisting of two three- part metal rails interconnected by means of four cross-bars. The cross- bars are numbered from the front, i.e. the first is above the windscreen. The rear window is glued to the fabric of the top. The fabric in which the rear window is mounted is secured to the top by means of a zip fastener. The window section can thus be released from the top and can be lowered separately. The rear window section need not be folded down separately when the top is raised and lowered. It is automatically lowered into the space between the back seat and the boot when the top is folded down.



- 1 First bar
- 2 Second bar
- 3 Third bar
- 4 Fourth bar
- 5 Tack strip

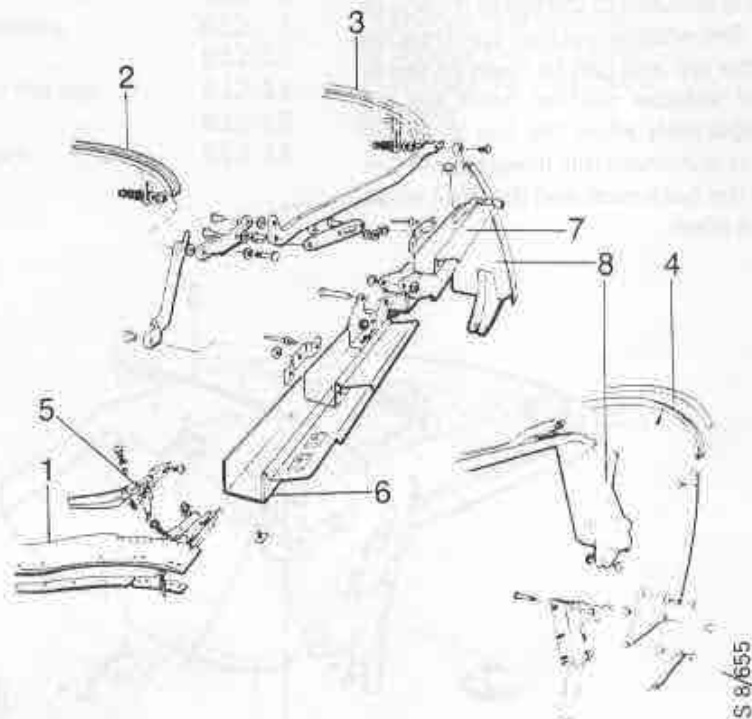
The bottom part of the top and the rear window section are stapled to tack strips which are pop-riveted to the body. The tack strips are made of plastic. The staples retaining the fabric are made of stainless material and are available in two sizes. The longer staples are used for securing several layers of fabric, whereas the shorter are used for securing one layer of fabric.

The head liner is made of fabric and is secured to the four cross-bars.

The rear section of the headliner is taped to the front part at No. 4 cross-bar. The fabric tabs on the rear section are secured to the top by means of Velcro tape.

Mechanism

The mechanism consists of a front rail, a centre rail and a rear rail, and the four cross-bars interconnecting the rails. The first cross-bar includes two latch mechanisms, i.e. one on each side. The latch mechanisms lock the front cross-bar to the top cross-member of the windscreen frame when the top is raised.



- 1 First bar
- 2 Second bar
- 3 Third bar
- 4 Fourth bar
- 5 Latch mechanism
- 6 Front rail
- 7 Intermediate rail
- 8 Rear rail

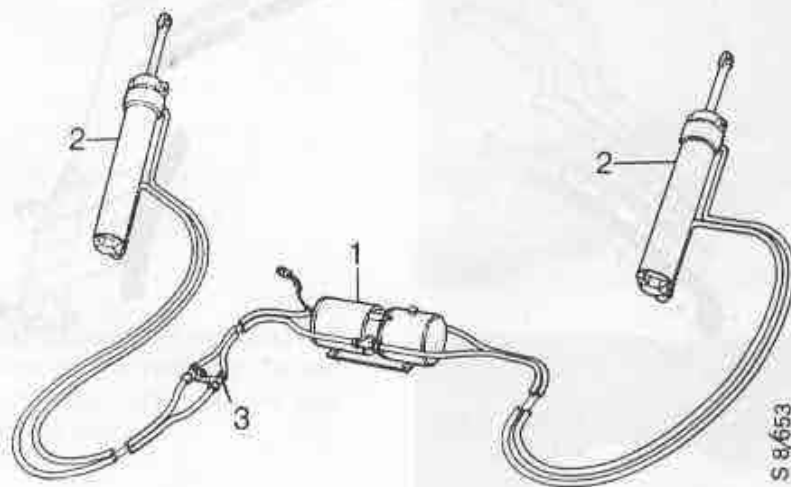
Hydraulic system

The top is operated electro-hydraulically. An electric motor driven hydraulic pump is located under the back seat. The hydraulic pump is connected by means of plastic hoses to two hydraulic cylinders secured to the mechanism of the top. The hydraulic system runs with mineral oil, although Motor Oil SAE 10W can also be used.

A by-pass valve is fitted between the pump and one of the hydraulic cylinders, and this valve can be operated manually through an opening in the boot trim for manual raising and lowering of the top.

The pump motor is equipped with an internal safety system which protects it against overheating or internal damage. The system performs as follows:

If the pump motor runs for longer than 10 - 20 seconds after the top is at the limit of its travel (fully raised or lowered) the power supply to the motor will be interrupted for 15 - 25 seconds.



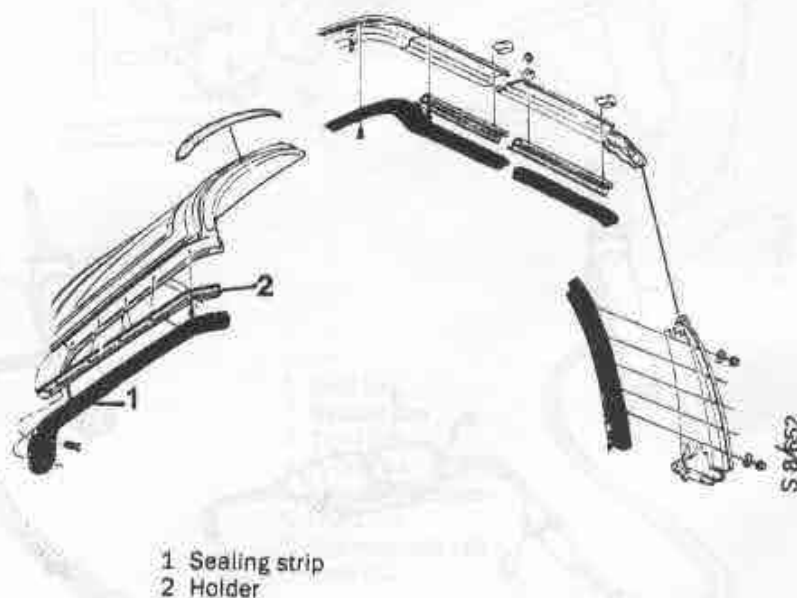
- 1 Pump
- 2 Hydraulic cylinders
- 3 By-pass valve

Sealing strips

The sealing strip at the A-pillar is glued to a holder which is secured by means of screws to the A pillar. The lower part of the sealing strip is secured by means of screws to the body.

The top section is provided with one front, one centre and one rear sealing strip. The rear strip also serves as a guide for the rear side window and is secured by means of screws to the top. The centre and front sealing strips are mounted in grooves in the holder and are both secured to the holder by means of screws and adhesive.

The front strip also seals between the wind-screen and the front edge of the top.



To remove the side trim and back seat

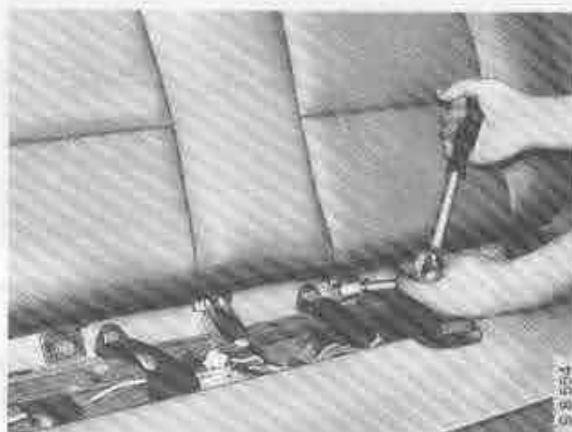
Seat cushion

- 1 Remove the four bolts retaining the strip at the front of the seat cushion, and lift out the cushion.



To remove the rear side window

- 2 Remove the two bolts retaining the backrest at the bottom.



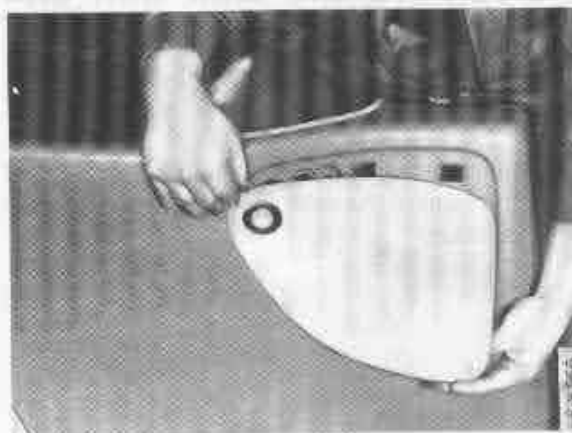
To remove the upper backrest backrest

- 3 Lift the top so that the two bolts retaining the top of the backrest can be removed. To improve the accessibility, also remove the headrests. Lower the top.



812-6 Top stack

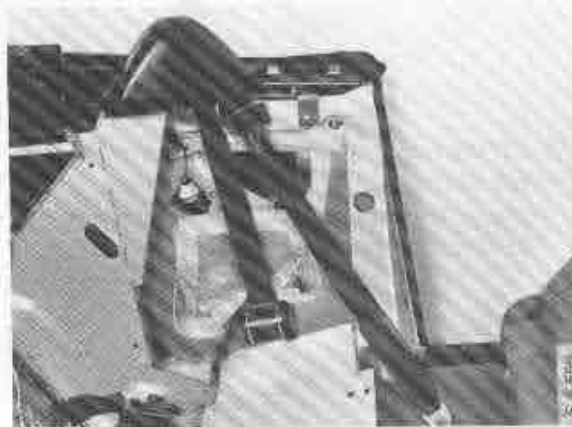
- 4 Lift up and remove the backrest.
- 5 Remove the speaker trim of the side trim, press out the lamp and remove the screws retaining the side trim. Disconnect the speaker cables and remove the side trim.



To change the front seat belts

Follow the description for removing the side trim and then continue as follows:

- 1 Remove the seat-belt anchorage and the reel retaining bolt.



- 2 Remove the two screws retaining the cover over the top anchor point of the belt and remove the bolt for the anchorage.

Assemble in the reverse order. The tightening torque for the retaining bolt is 25-67 Nm.

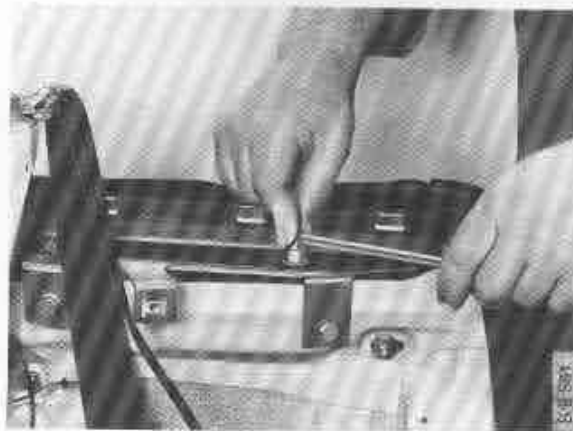


To remove the rear side window

- 1 Remove the side trim.
- 2 Remove the screws retaining the cover over the seat-belt anchorage.



- 3 Remove the window support (two screws).

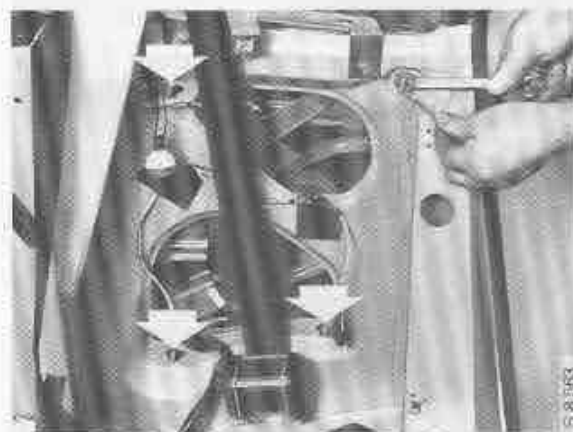


812-8 Top stack

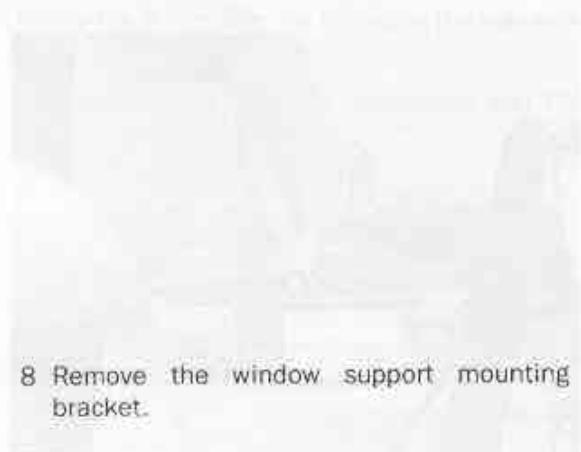
- 4 Remove the drainage paper from the body.
- 5 Raise the window to the top of its travel.



- 6 Release the four retaining nuts for the window regulator.



- 7 Remove the window weather strip from the body.



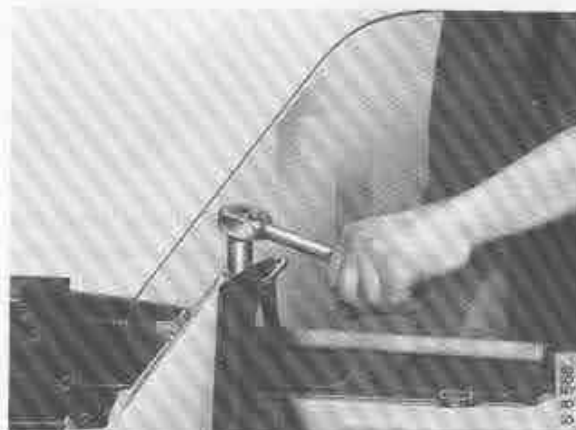
- 8 Remove the window support mounting bracket.



- 9 Remove the weather strip on the outside of the window.



- 10 Release the upper anchorage for the seat-belt and turn the bracket towards the centre of the car.



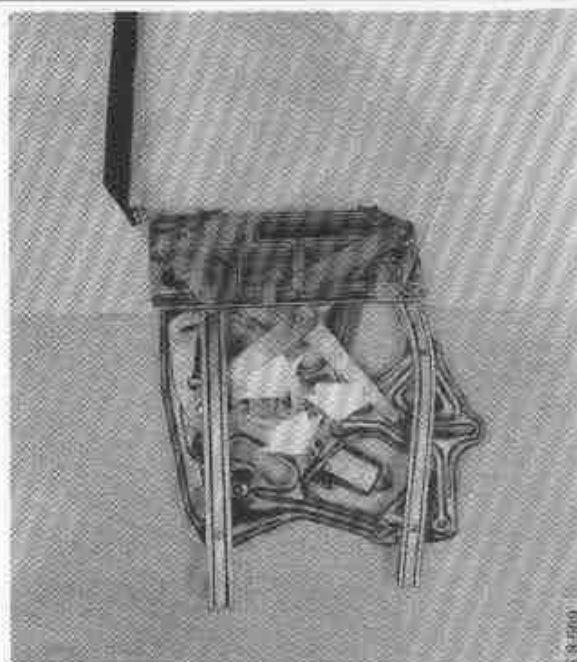
- 11 Disconnect the electric cables from the motor. Lift the window, together with the mechanism and the motor, from the body.



To change the motor

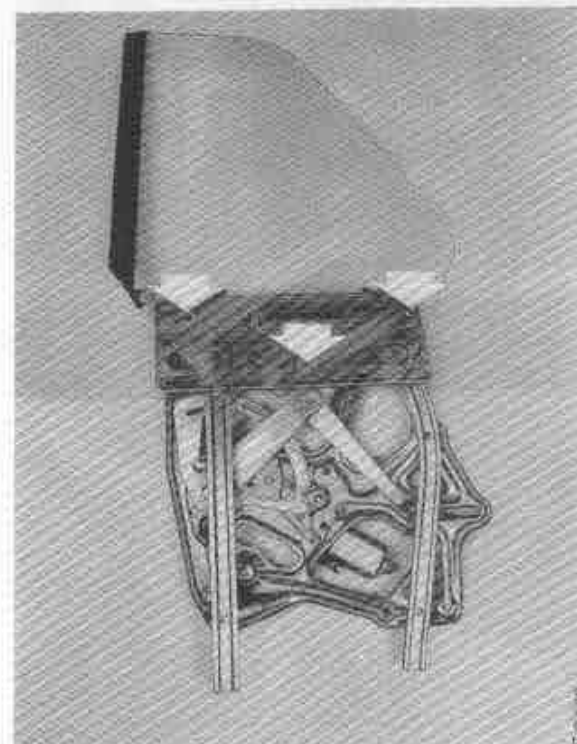
Remove the three screws and remove the motor.

Fit a new motor.



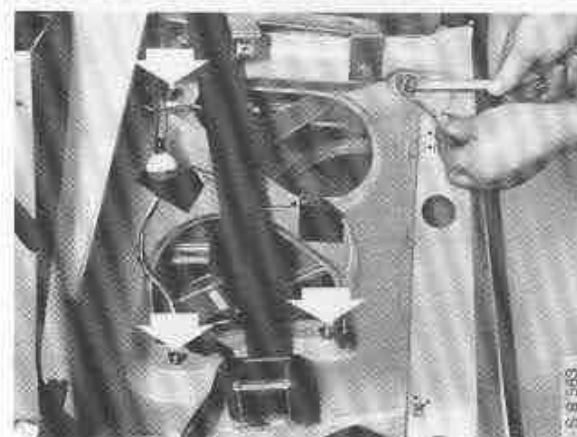
To remove the window

1. Remove the three screws retaining the glass in the frame. The centre screw allows for adjustment.



To fit the side window with window regulator

1. Lower the window into the body and refit the four screws to approximately the correct position for fitting.



NOTE

Ensure that the tensioning strap for the leatherette trim is not nipped when the rear screw is fitted.

- 2 Fit the weather strips to the inside and outside of the body.
- 3 Raise the window to the top of its travel and adjust it with the top raised and the door closed.
- 4 Tighten the seat-belt guide.
- 5 Fit the side trim and the back seat.

Adjustment facilities for the top

Adjustment facilities in the front edge

- 1 Release the hook which is adjustable in height by screwing out the Torx screw. One turn corresponds to 1 mm up or down.
- 2 Pin which prevents movement sideways.



- 1 Hook, adjustment in height
- 2 Pin, adjustment, sideways

- 3 Hinge adjusting screw.
Horizontal adjustment of the front rail in relation to the door window.



812-12 Top stack

- 4 Eccentric for adjusting the position of the top at the front edge before it is pulled down manually towards the windscreen frame.

Recommended position: 20-30 mm above the window frame.



- 5 Adjustment of the top in the lowered position.

Release the two lock nuts through the oval hole in the side members and move the top up or down.



To change the front weather strip

The strip is glued to the sides in the front strip holder and is secured by means of screws to the front edge.

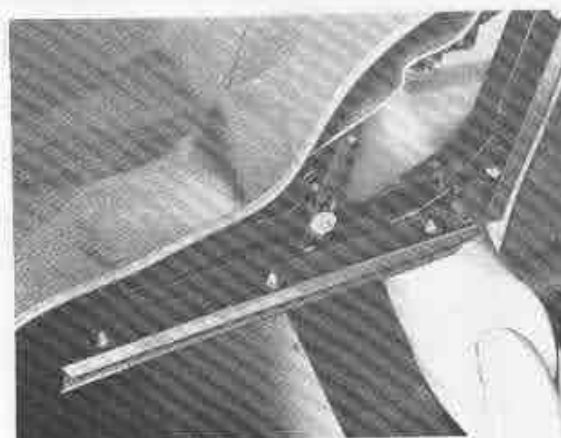
- 1 Pull the strip away from the strip holder and remove the screws retaining the front edge.
- 2 Screw it in position and glue the new strip. See the technical specification for particulars of the adhesive.



Centre sealing strip

The strip is glued to the strip holder which, in turn, is secured by means of screws to the centre hinge part.

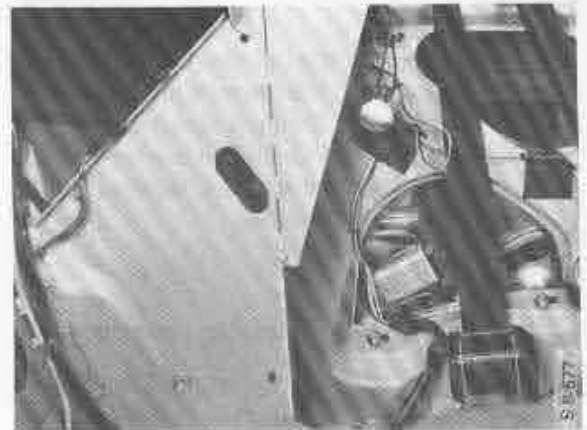
Rear weather strip - window guide. The strip is secured by means of four screws and a plastic clip. When fitting, apply adhesive to the surfaces that were glued earlier. See the technical specification for particulars of the adhesive.



To replace the servo cylinder

To remove

- 1 Remove the side trim.
- 2 Raise the top
- 3 Remove the two screws which are accessible through the oval hole in the side bracket of the body. Remove the split pin and the pivot pin in the top end. Press the cylinder inwards into the car and remove it.



- 4 If the cylinder must be withdrawn to improve the accessibility, a clip retaining the oil line on the rear support wall can be removed.

Assemble in the reverse order.

To change the servo pump

- 1 Lift the pump out of the rubber bearings and disconnect the electrical connections. Mark them to facilitate re-connecting.



812-14 Top stack

- 2 Place pieces of cloth under the pump. Disconnect the hydraulic lines from the pump. Mark the connections.
- 3 Connect the new pump and fill its fluid reservoir with Motor Oil SAE 10W.

To bleed:

- 4 Raise and lower the top several times. Every time the top is in the lowered position, open the filler plug on the fluid reservoir to bleed the air. Retighten the plug when no air bubbles are visible in the hoses. Make sure that the system is not leaking.



Hydraulic system checking procedure

Failures in the hydraulic system can be caused by lack of hydraulic fluid, leaks in the hydraulic system, obstructions or kinks in the hydraulic hoses or faulty operation of a cylinder or the pump.

- 1 Checking hydraulic fluid level in reservoir.
 - a) Remove rear seat cushion
 - b) Remove plug from reservoir
 - c) Check level of fluid in the reservoir. Fluid level should be even with fill hole.
 - d) If fluid is low, add high grade, light industrial white mineral oil or Motor Oil SAE 10W.
 - e) Install filler plug.
- 2 Checking operation of hydraulic cylinders.

Operate the top up and down several times and observe the hydraulic cylinders during the "up" and "down" cycles for these following conditions:

 - If movement of the cylinders is uncoordinated or sluggish when the top is actuated, check the hydraulic hoses from the motor/pump to the cylinders for kinks.
 - If one cylinder rod moves slower than the other, and the hydraulic hoses are free of kinks, then the cylinder having the slower moving rod may be defective.

- Disconnect the cylinders from the top mechanism and operate the cylinders in free motion. If one cylinder rod still moves slower than the other, the cylinder having the slower moving rod is defective and should be replaced.
- If both cylinder rods move slowly or do not move at all, check the pressure of the pump.

Note:

To insure proper operation of the hydraulic cylinders, the hydraulic cylinder rods should be cleaned and lubricated. To perform this operation, raise the top to its "up" position and wipe the exposed portion of each rod with a cloth dampened with a high grade, light industrial white mineral or type Motor Oil SAE 10W to remove any oxidation and/or accumulation of grime.

Caution:

Exercise care so that fluid does not come in contact with any paint or trim parts of body.

3. checking pressure at the pump.
 - a) Remove the motor/pump assembly from under the rear seat.
 - b) Install a plug into one side of the pump and a pressure gauge into the side being checked.
 - c) Actuate motor with an applied terminal voltage within the range of 9.5V to 11.0V. Pressure gauge should show pressure between 2344.2 kPa to 2620.0 kPa (340 P.S.I. to 380 P.S.I.).
 - d) Check pressure on the opposite side of the pump.

NOTE:

A difference in pressure readings may exist between the pressure port of the top of the cylinders and the pressure port for the bottom of the cylinders. This condition is acceptable if both readings are within the limits 2344.2 kPa to 2620.0 kPa (340 P.S.I. to 380 P.S.I.).

- e) If the pressure is not within specified limits, the motor/pump unit is defective and should be replaced.

To remove the spoiler

Side spoiler

The side spoiler has three mounting points, one of which is accessible from the boot. Each of the other two is accessible from the inside of the corresponding rear side panel after the back-seat cushion, the backrest and the corresponding side trim have been removed.

Rear spoiler

The rear spoiler is secured by means of two screws through the boot lid. The rear spoiler is fitted with a brake light fitting with three bulbs.

Side spoiler

To remove

- 1 Remove the back-seat cushion and backrest.

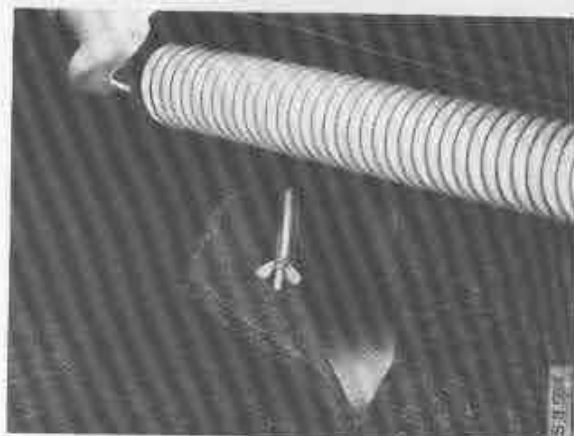
- 2 Release the two front mountings of the spoiler from the inside of the car.



- 3 The wing nuts retaining a wire running through a tube up to the rear end of the spoiler are accessible through holes cut in the boot trim at the hinges. Remove these wing nuts and the spoiler can then be removed.

N.B. The spoiler is also secured to the lid with tape.

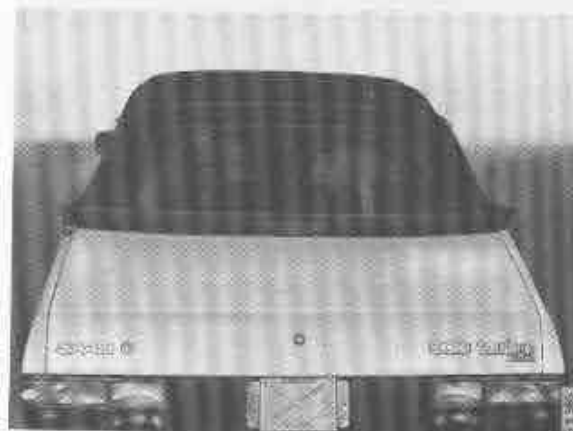
Assemble in the reverse order.



Rear spoiler

To remove

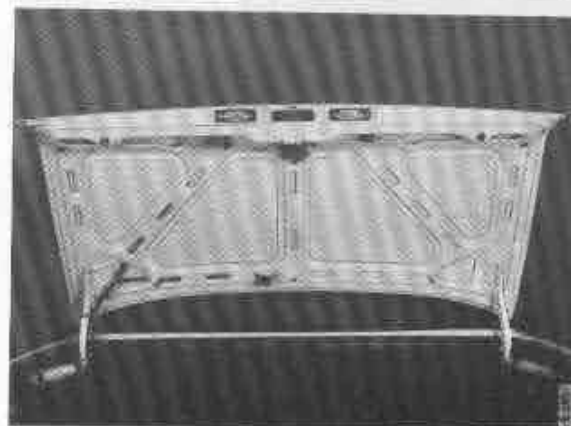
- 1 Disconnect the connector to the brake lights from the inside of the trunk lid.



- 2 Remove the nuts on the retaining screws and lift off the spoiler.

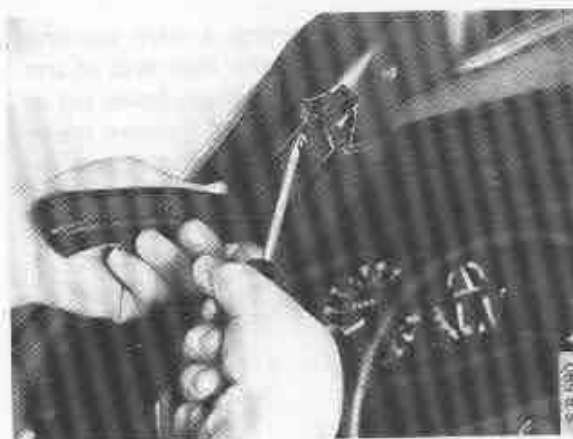
N.B. The spoiler is also secured to the lid with tape.

Assemble in the reverse order.



To replace the weather strip on the A pillar

The strip is glued to the holder which is secured to the A pillar by means of screws.



To remove the strip at the top of the windscreen frame

Remove a sun visor, the corner plate (four screws) and the sun visor support. Remove the rear-view mirror (two screws in the base), disconnect two electric cables and remove the support for the other sun visor.



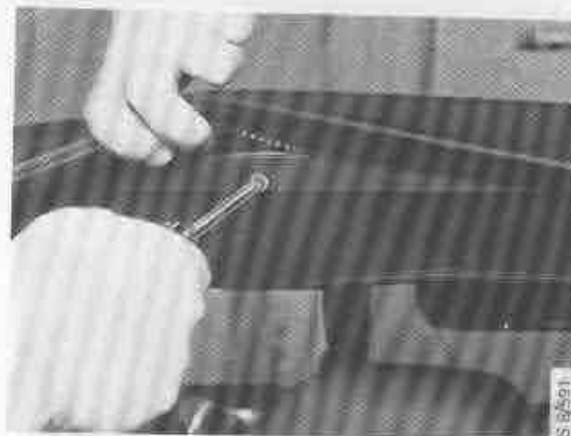
Remove the nuts retaining the cover strip.



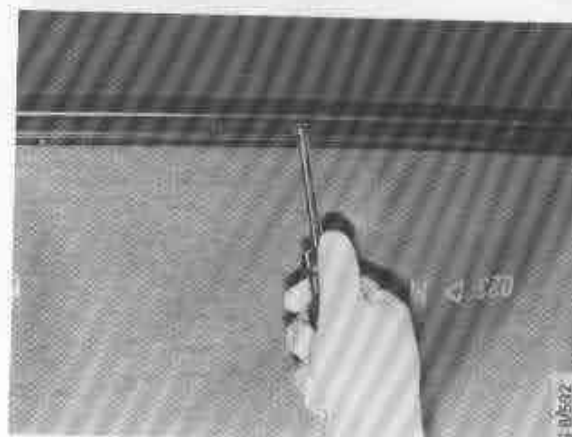
To remove the headliner from the top

The top must be in the raised position.

- 1 Unzip the rear window and lower it. Release the snap fasteners that retain the top fabric at the rear.
- 2 Release the cross-recess screws retaining the strip for the rear cross-bar (No. 4 cross-bar). Pull away the tape retaining the fabric.



- 3 Let the top drop down and continue with the next cross-bar.



- 4 Remove the front strip and pull away the tape retaining the front edge of the top fabric.

- 5 Remove the No. 2 cross-bar.



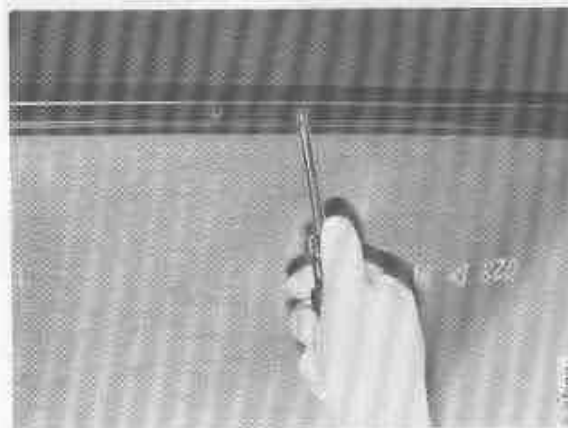
812-20 Top stack

To fit

NOTE

The screws for the two centre cross-bars are fitted into a strip in a V-shaped rail. Ensure that the screws engage in the thread in the strip.

- 1 Secure the top to No. 2 cross-bar but don't tighten the screws hard.



- 2 Secure the top at the front edge (make sure that it is centred sideways). Secure the sheet metal strip with the screws.



- 3 Pull No. 2 cross-bar towards the rear of the car to tension the fabric. Then tighten the screws.

- 4 Fit and secure No. 3 cross-bar.

- 5 Tape the top at the rear edge (No. 4 cross-bar), fit the sheet metal strip and tighten it. Secure the strap for the rear window by means of the centre screw.

- 6 Raise the rear window and zip it up.



To change the latch mechanism at front

- 1 Open the top almost fully. Remove the two screws retaining the front weather strip and place the strip on the top. The glued joint must be broken.



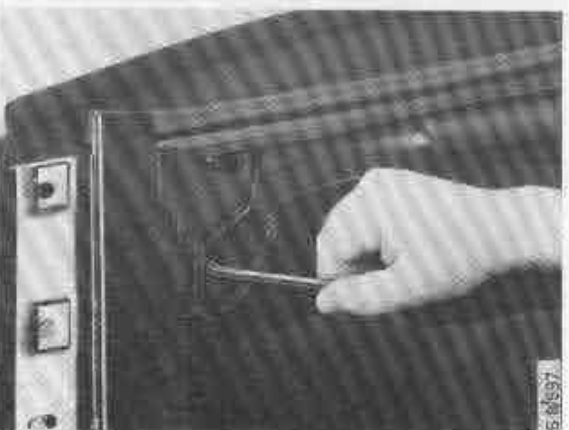
- 2 Release the front rail by removing two nuts and a cross-recess screw.



- 3 The socket-head screw retaining the joint of the mechanism is not accessible from the outside. Remove a cross-recess screw at the front edge of the bottom part.



- 4 The screw retaining the locking handle can be removed from the underside, between the fabric and the corner itself.



812-22 Top stack

5 Use a pair of pliers to remove the return spring.

6 Remove the mechanism.

Fit in the reverse order. Don't forget to glue the weather strip in position if any of the glued joints has been broken.

For particulars of the adhesive, see the technical specification.



To change the top, with the rear window and mechanism

To remove

Remove the headliner. (See separate description).

- 1 Remove the three parts of the spoiler (see separate instruction).
- 2 Remove the strip over the top fabric at the rear.

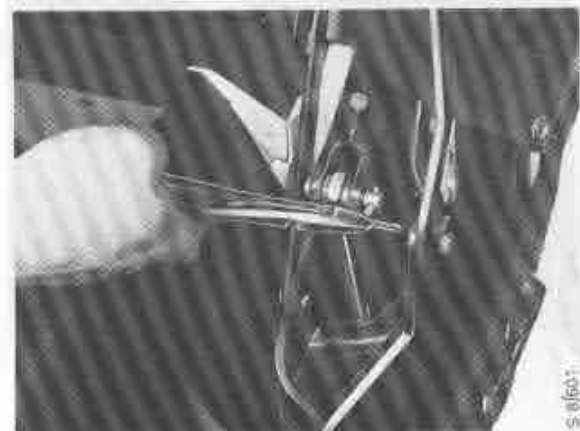
- 3 Remove the staples retaining the top fabric on the plastic strip.
- 4 Disconnect the connectors from the rear window, remove the connectors and withdraw the cables from the fabric. Remove the rear window.
- 5 Unhook the rear retainer for the top fabric. The hook can be suspended on the edge of a bracket on the inside of the side panel.
- 6 Lift up the front edge of the top and release the strip at the front edge and the weather strips on the sides, with the strip holder.
- 7 Remove the centre and rear weather strips with the strip holders.
- 8 Remove the split pins in the top mountings of the hydraulic cylinder. Remove the pivot pins.



S 81223



S 81223



S 81223

812-24 Top stack

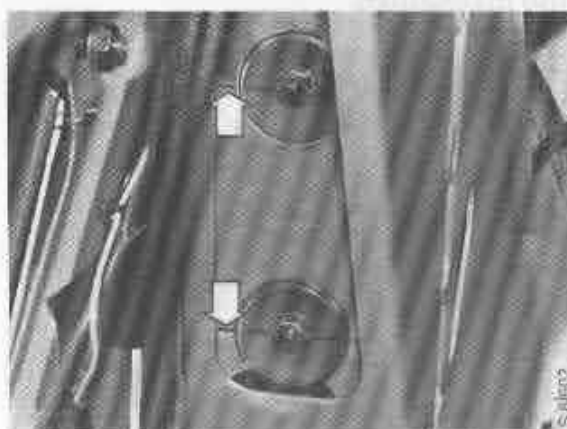
- 9 Release the lower anchorage of the hydraulic cylinders and let the hydraulic cylinders drop down.
- 10 Use a felt pen to mark the washer positions in the mounting screws, to facilitate the fitting of the new top.



- 11 Release the top, disconnect the electric cables and lift out the top. You'll need an assistant to lift the other side.

To fit

- 1 Place the new top in position and secure it by means of the screws. Fit the screws into the appropriate places in accordance with the marking.
- 2 Fit the spacer pins (part No. 82 92 492) at the front and secure the front edge, e.g. by means of tape.



- 3 Pull the spring hooks in the sides up with a piece of steel wire or pliers and hook them onto the top fabric.

NOTE

Cover the boot lid to protect it from damage.

When stapling, use short staples for one layer of fabric and long staples for two or more layers.

- 4 Tension the fabric towards the rear and ensure that the marking in the centre of the top fabric is in the centre of the car. To achieve good results, you'll need an assistant, to be able to tension the fabric on both sides. Secure the fabric by means of staples at three points. For particulars of the staples, see the technical specification.

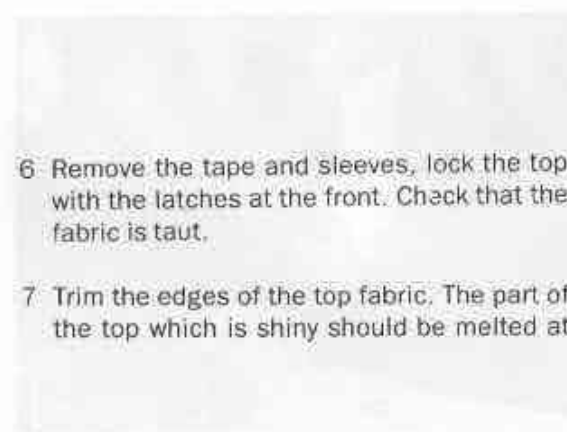


- 5 Continue with the tabs on each side of the rear window and staple them. Staple a layer on the right-hand side and then the corresponding layer on the left-hand side, etc. Space the staples about 2 cm apart. Staple the sides at the rear.



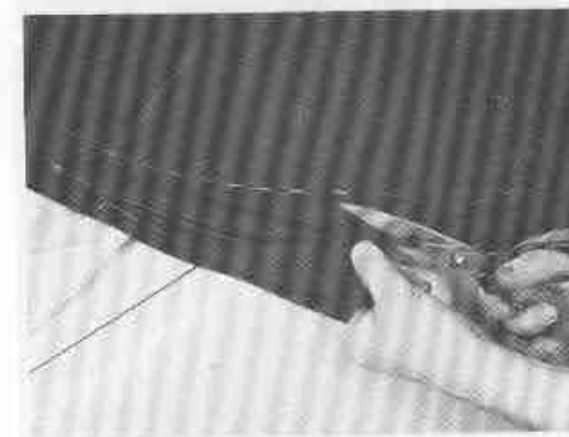
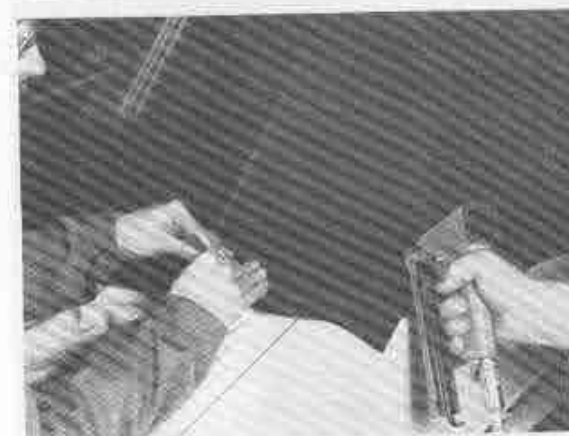
8 To remove the excess material, all the material should be cut off and the fabric should be smoothed.

9 To give a neat finish, the top should be smoothed in the smoothing machine to remove all the wrinkles.



6 Remove the tape and sleeves, lock the top with the latches at the front. Check that the fabric is taut.

7 Trim the edges of the top fabric. The part of the top which is shiny should be melted at



the edge to prevent fraying. Use a soldering iron. Secure the strip at the rear window by means of screws.



8. Raise the top and fit the weather strips for the windows and connect the electric cables to the rear window.
9. Connect the hydraulic cylinders and raise and lower the roof several times to check the fit and the performance.
10. Fit the headliner (see separate description).
11. Fit the spoiler sections. See separate instructions.

To change the rear window

To remove

Remove the three spoiler sections (see separate instructions page 812-16).

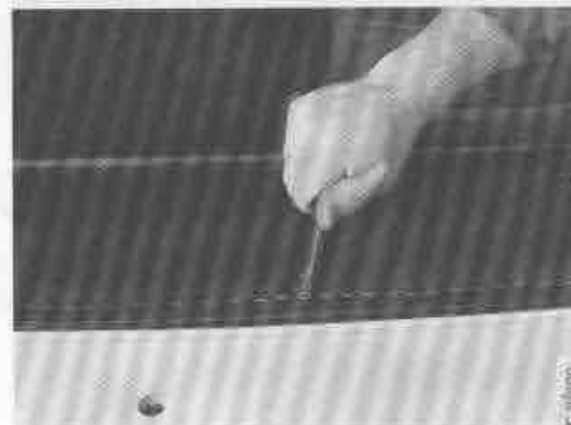
- 1 Remove the strip over the fabric.



- 2 Remove the staples retaining the bottom edge of the window section.

N.B. Some of the staples retaining the side fabric must also be removed.

- 3 Release the zip fastener. Disconnect the connectors from the rear window, remove the connectors and withdraw the cables from the fabric. Remove the rear window.



To fit

- 1 Place the spacers 89 92 492 in the holes in the windscreen frame and secure the front edge with tape.



1 Check the original vehicle top for damage and repair if necessary.



2 Cover the boot lid to protect it against damage.

3 Fit a new rear window in position and zip it up. Run the electric cables to the rear window, connect the connectors to the window cables, and connect the window to the electrical system of the car.

4 Tension the fabric and ensure that the marking at the bottom edge of the rear window is in the centre of the car. You will need an assistant for tensioning the top on both sides. Secure the fabric with 3-4 long staples in the centre.



5 Continue with the tabs on each side of the rear window and staple them in place. Staple a layer on the right-hand side and then the corresponding layer on the left-hand side, etc. Space the staples 5-10 mm apart. Staple the side at the rear.

6 Remove the tape and the spacer sleeves, and latch the front of the top to the windscreen cross-member. Check that top is correctly tensioned.

7 Trim the edges of the top. Secure the strip at the rear window.

Fit the spoiler sections.



Top

To change the top fabric

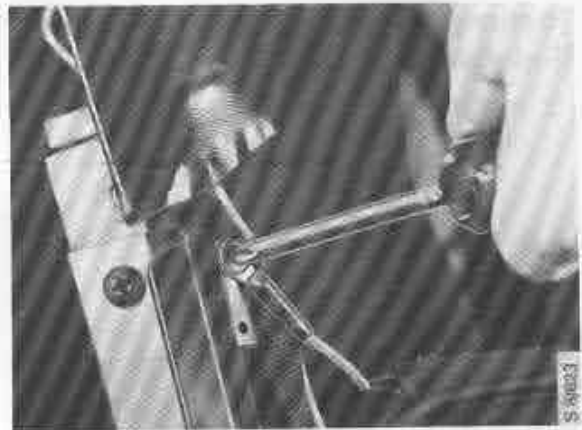
The spoiler sections must first be removed, see separate instruction page 812-16.

- 1 Remove the sealing strips at the front on both sides by removing the screws. Remove the sealing strip at the front edge of the top and the sealing strips at the sides. Carefully release the glued joints.
- 2 Release the glued joint securing the strip to the front edge of the top. Then remove the staples retaining the plastic strip and release the lower glued joint.



- 3 Remove the top fabric. The fabric is glued and is secured with a number of staples on each side. Release the tabs on the sides.

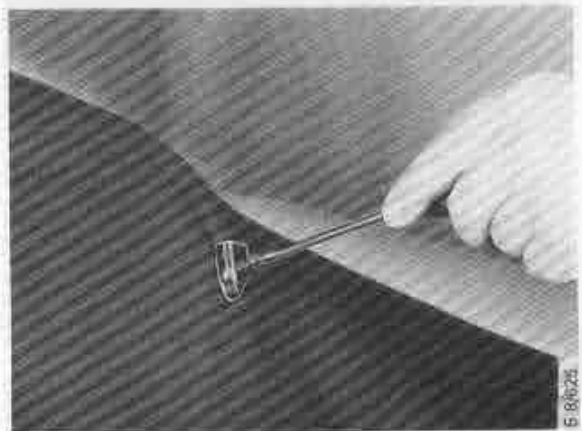
- 4 Raise the top and release the cable mountings at the front of the sides.



- 5 Release the glued joint retaining the top fabric on the rear rail of the mechanism.

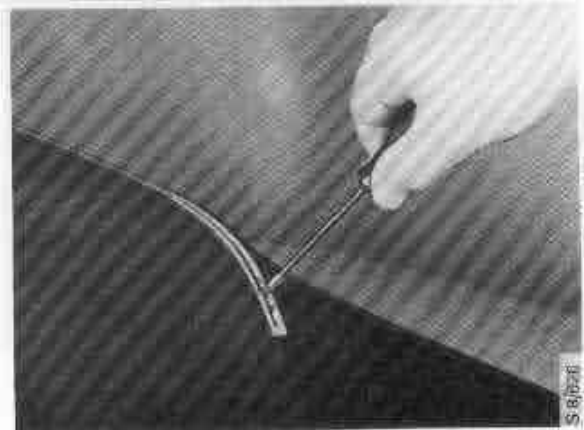


- 6 Unhook the wire hooks retaining the top fabric on the inside of the side panel. Withdraw the cable and let it hang in its mounting in the mechanism.



- 7 Release the end pieces for the strip over No. 4 cross-bar and pull off the protective strip from the top.

- 8 Remove the screws retaining the metal strip. Remove the staples under the strip.



- 9 Remove the staples at the rear and sides and lift off the fabric top.

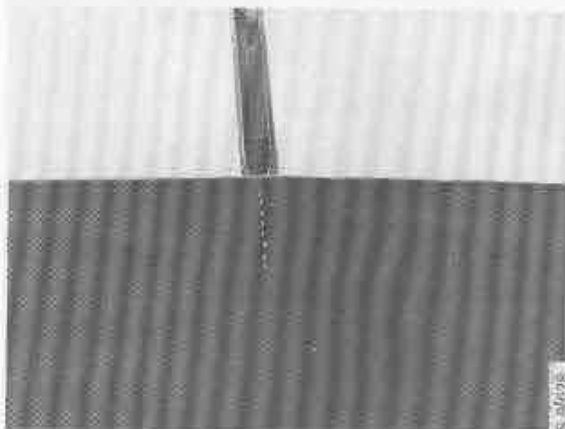
**To change the side pieces
(Top removed)**

- 1 Release the tape at the front edge and drill out the pop rivets.



- 2 Remove the staples in No. 2, 3 and 4 cross-bars. In No. 4 cross-bar, the side piece is under the fabric part which is at the extreme rear and also under one part of the zip fastener. These must first be released.

Fit in the reverse order.



To change the cross-bars

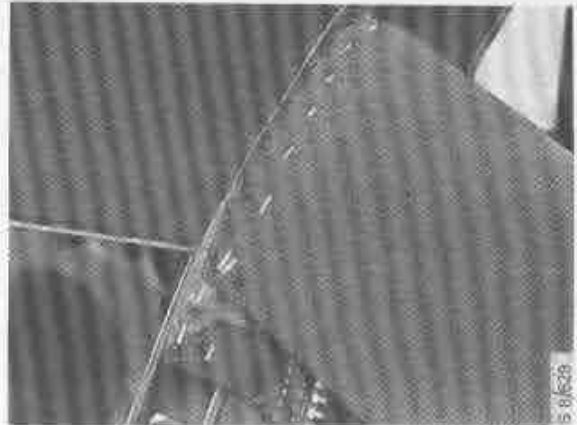
Top removed

The front cross-bar is secured to the front edge of the mechanism by means of two screws. The fabric is pop-riveted to the ends of the cross-bar. The second cross-bar is secured by means of screws to the front rail. The fabric is stapled to a plastic strip.

The third cross-bar is secured by means of screws to the joints for the rear rail and the fourth cross-bar is secured by means of a stay to the mechanism. If this cross-bar is to be changed, the staples for the three layers of fabric must be removed. The cross-bar is provided with a plastic strip.

To fit the top fabric

- 1 Place the top fabric over the cross-bars and secure the strip to No. 2 and 3 cross-bars.
- 2 Raise the top slightly and secure the two cables to the sides.



812-34 Top stack

- 3 Tension the top forward and centre it sideways by pulling down the side panels so that they are both at the same level.



- 4 Lift off the top and apply adhesive to the underside of the front cross-bar. Secure the fabric around the front edge.



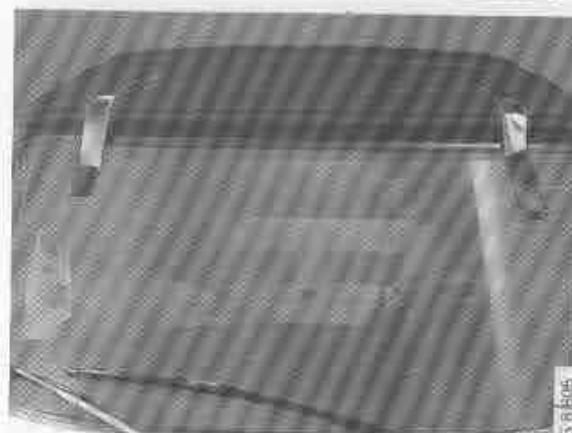
- 5 Fit the strip at the front edge and staple it in place. The correct location of the strip is important from the appearance aspect.



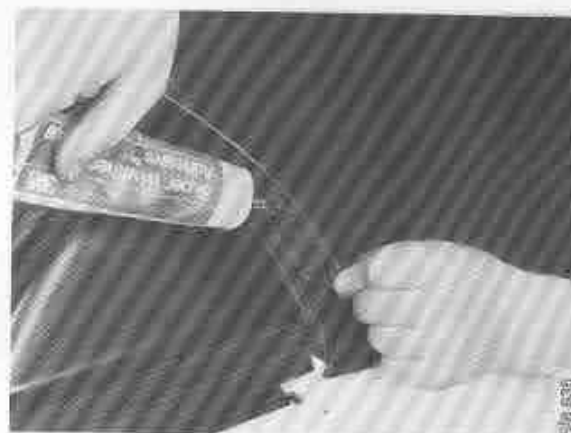
- 6 Apply adhesive and place the fabric edge on it.



- 7 Fit the spacers to the front edge and let the top rest on them. Tape the top to the wind-screen. Check that the top is centred and that the fit at the flaps on the sides is good.



- 8 Glue the edges to the rear rail on both sides.



Stapling

NOTE

Cover the boot lid to protect it from damage.

When stapling, use short staples for one layer of fabric and long staples for two or more layers.

- 9 Tension the fabric towards the rear and ensure that the marking in the centre of the top fabric is in the centre of the car. To achieve good results, you'll need an assistant, to be able to tension the fabric on both sides. Secure the fabric by means of staples at three points. For particulars of the staples, see the technical specification.
- 10 Continue with the tabs on each side of the rear window and staple them. Staple a layer on the right-hand side and then the corresponding layer on the left-hand side, etc. Space the staples about 2 cm apart. Staple the sides at the rear.



S 8106



S 8107



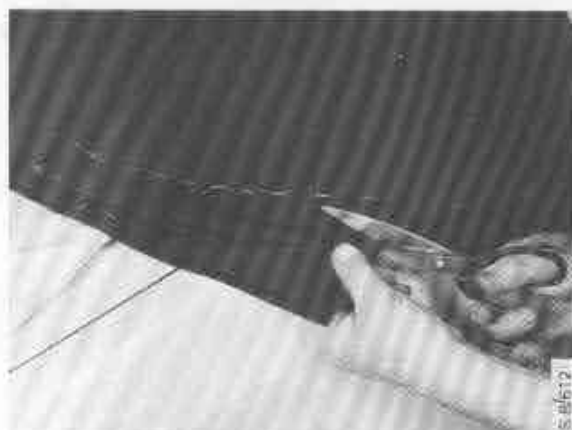
S 8108



S 8109



- 12 Trim the edges of the top fabric. The part of the top which is shiny should be melted at the edge to prevent fraying. Use a soldering iron. Secure the strip at the rear window by means of screws.

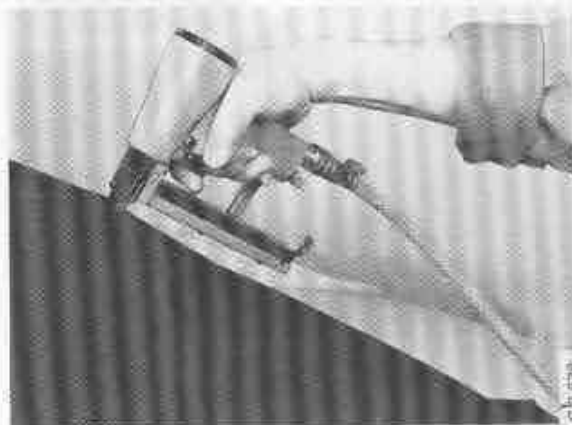


812-38 Top stack

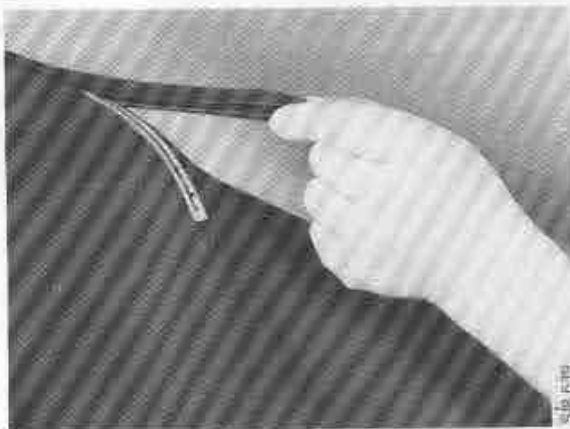
Staple the rear of the top so that it is as taut as possible.



13. Staple the fabric to the fourth cross-bar.



14. Screw the metal strip to the fourth cross-bar and fit the decorative strip.



15. Remove the spacers and close the top. Check the fit. Mount the sealing strips and the spoiler sections.

16. Cut off the rear edge and mount the decorative strip.

17. Mount the sealing strips and the spoiler sections.

