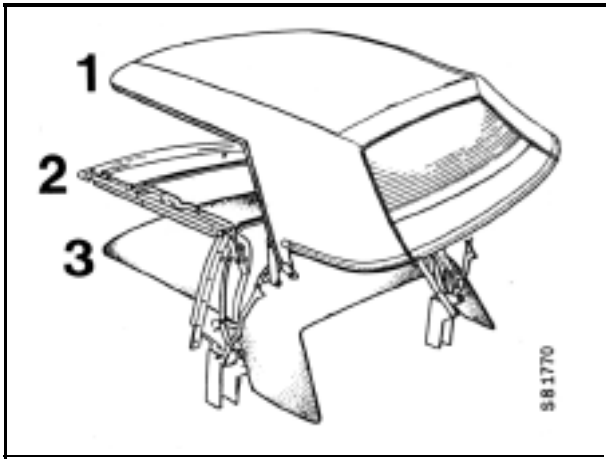
Top assembly

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.

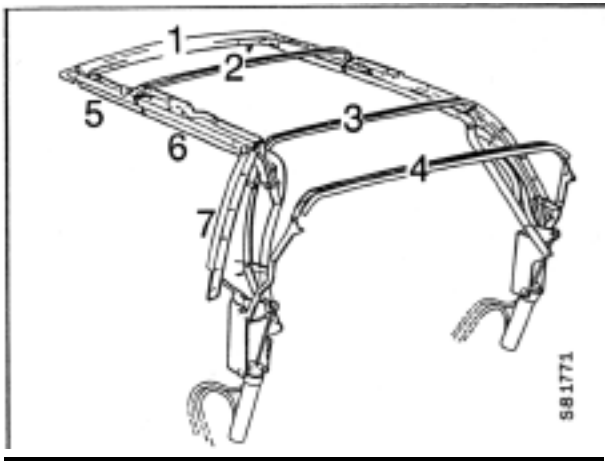


1 Top cover
2 Top frame assembly
3 Headlining

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

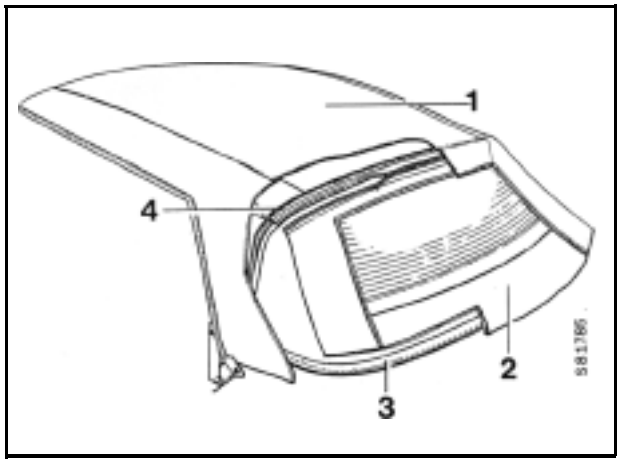
When the top is up, it is locked to the windscreen frame by means of a latching mechanism on either side, attached to the no. 1 crossmember.

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

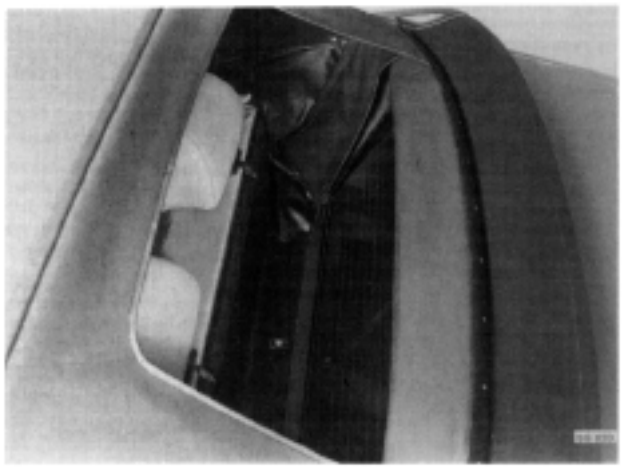
When unzipped, the rear screen must be fully lowered and not allowed to rest against the backrest.

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.

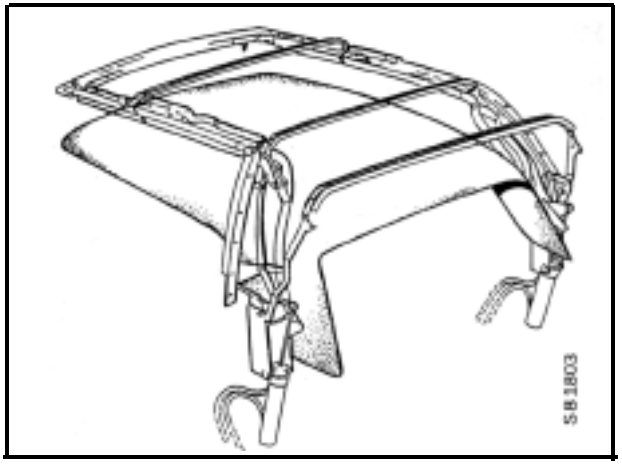
After trimming or cutting, the edges of the Cambria fabric must be fused by use of a heat gun to prevent fraying.

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



Headlining

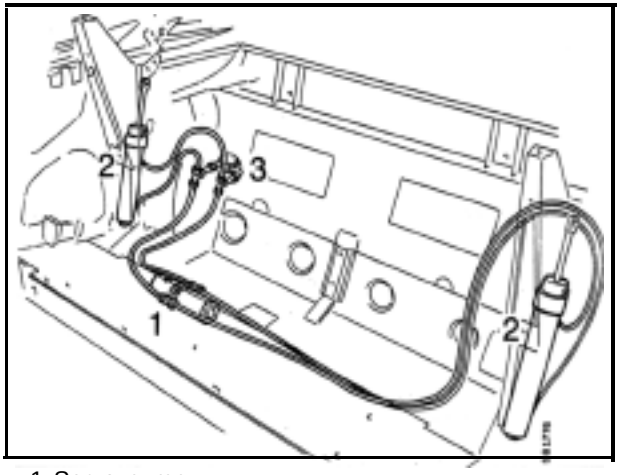
The headlining is secured to the undersides of the four crossmembers. On the no. 1 and no. 4 crossmembers it is held in place by both double-sided adhesive tape and screws, and on the no. 2 and no. 3 crossmembers by means of plastic retainer strips. The back of the headlining is secured by press studs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

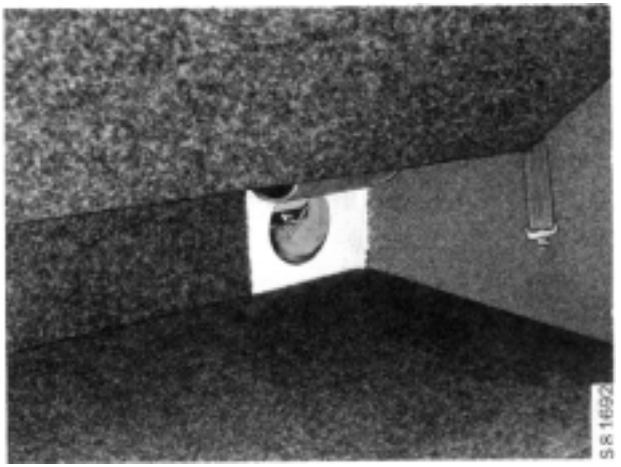
The hydraulic system is precharged at the factory with special hydraulic fluid, part no. (45) 30 18 694. Please note that this is the only fluid that may be used. Earlier particulars stating that ATF fluid or engine oil may be used are thus no longer valid.



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

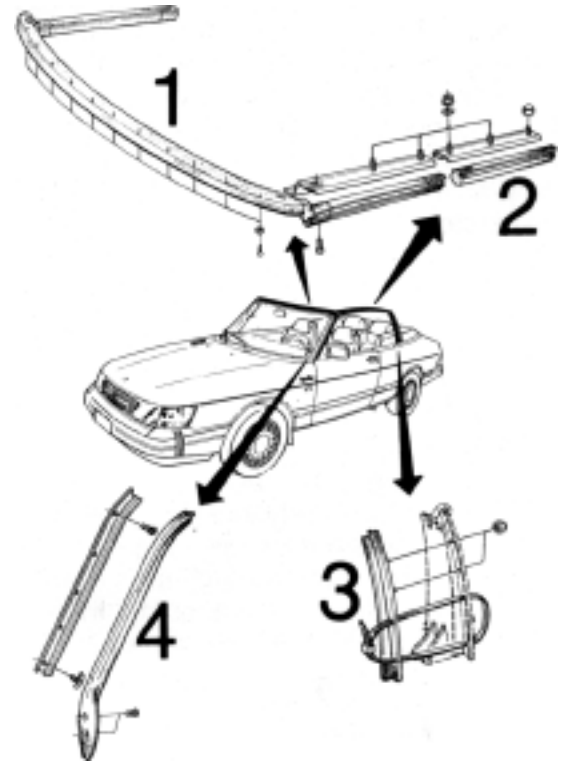
The seal on the A pillar is glued to a retainer screwed onto the pillar. At the bottom, the seal is held in place by three fasteners and double-sided adhesive tape. At the top, the strip is secured by one fastener and contact adhesive.

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 crossmembersand, 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