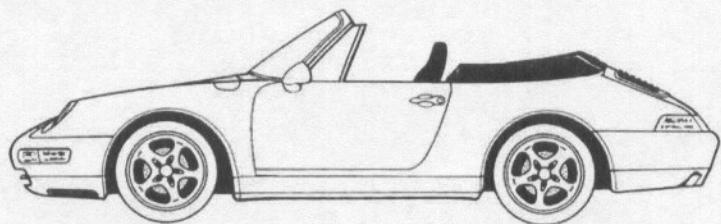


PORSCHE

Service Information
Technik

'94



911 Carrera Cabriolet

911 Carrera Cabriolet



Foreword

The Cabriolet version of the 911 Carrera is based on the Coupé introduced at the beginning of model year '94.

It was developed to meet the need for an open sportscar fully suited for everyday use. The convertible top has a sturdy design which remains stable when closed, even at maximum speed, keeping wind noise down to an acceptable level.

The slightly more pronounced curvature of the front roof frame, the header bow and the single-part fabric cover with continuous longitudinal seams give the open version a dynamic, agile appearance.

The optional draft stop of the Carrera Cabriolet, which is raised automatically as the convertible top is opened, offers a solution which is both new and convenient.

This brochure is based on the information available as of April 1994.

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Owner's Manual (excerpt)

The cabriolet, with its weatherproof soft top, offers you all the protection of a coupé. Its design facilitates easy opening and closing of the convertible top.

You will find brief instructions on the back of the driver's sun visor.

If the back seats are occupied, the top must not be opened with the draft stop in place, as this may result in injury!

When opening or closing the convertible top, make sure that you do not trap your fingers, hands, hair or other parts of your body in the frame or between the top and the windshield frame, as this may result in injury!

When opening or closing the convertible top, make sure that any objects or items of luggage do not damage or get in the way of the top or draft stop. Make sure that there is enough space above the convertible top.

When opening or closing the convertible top, the backrests of the front seats must not be within the swinging radius of the draft stop.

The convertible top must not be opened or closed unless the vehicle is at a standstill.

To avoid dampstains and scratching, only open the convertible top when it is dry.

Do not open the convertible top at temperatures below 0 °C, as the rear window may break.

The convertible top must not be opened or closed with one side of the vehicle on the kerbstone, a lifting platform or a jack.

To avoid scratches on the rear window, it is advisable to wash the rear window with water if it is dirty or dusty, before opening the convertible top.

Only drive with the top secured in the fully open or fully closed position.

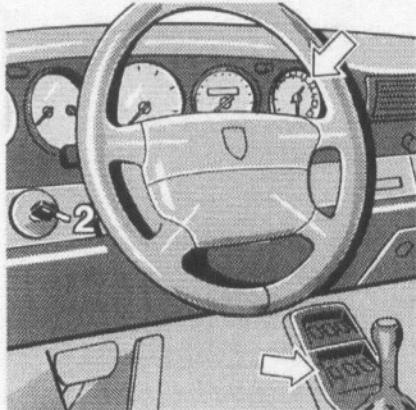
Whenever possible, park your vehicle in the shade, as continuous sunshine will attack the fabric, rubber and colour of the top.

Do not leave the top open over long periods of time (several days). If possible, close the top overnight, as this prevents creases in the fabric and the rear window.

Opening the Convertible Top

The convertible top can only be opened with the parking brake on.

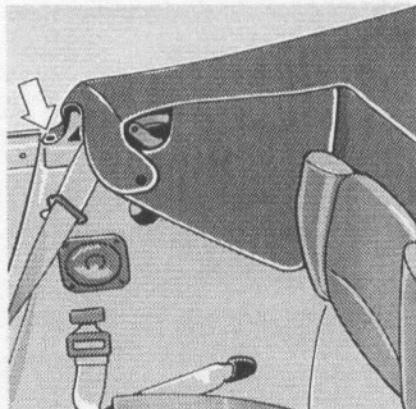
1. Turn the ignition key to position 2 (engine running or stopped).
2. Press the rocker switch without interruption, if possible, until the indicator light goes out (fully open position). In the event of danger, release the switch; the operation of the top will be interrupted immediately.



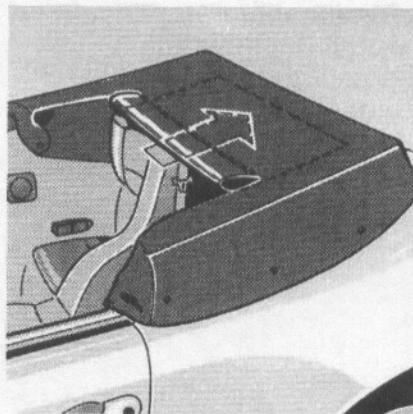
Convertible Top Cover

The vehicle may be driven with the top open without the convertible top cover in position. However, if the top is left open for some time, the cover should always be installed to prevent damage to the inside of the top.

1. Take the cover from the luggage compartment, place it over the open convertible top and fasten the press studs provided.
Remove the covers (arrow) of the press studs.
Before fastening, the Tenax studs (4 on each side) must be pulled.
2. The sides of the cover must be fastened to the interior by press studs; the central part of the cover must be pushed in behind the rear seat backrests.
3. When removing the convertible top cover, first pull the Tenax studs, then undo them. Push the caps of the press studs (arrow) in.



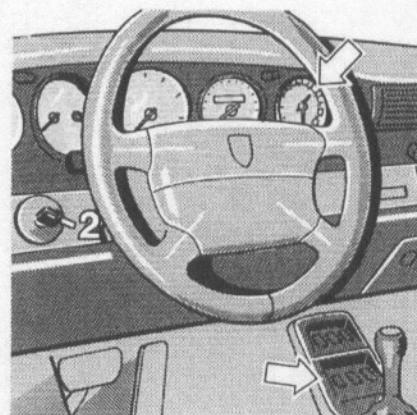
When the draft stop is in position, the central part of the cover must be folded back under the cover.



Closing the Convertible top

The convertible top can only be opened with the parking brake on.

1. Remove the convertible top cover.
2. Turn the ignition key to position 2 (engine running or stopped).
3. Press the rocker switch without interruption, if possible, until the indicator light goes out (convertible top is locked in windshield frame). In the event of danger, release the switch; the operation of the top will be interrupted immediately

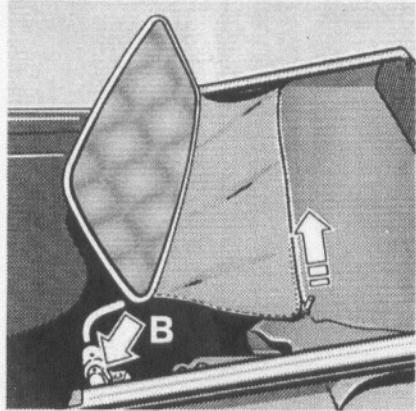


Draft Stop

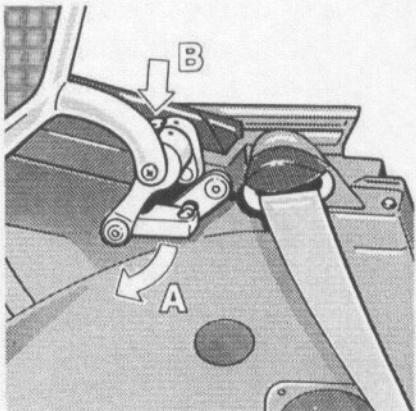
The draft stop can also be folded back from its normal position.

Removing the draft stop

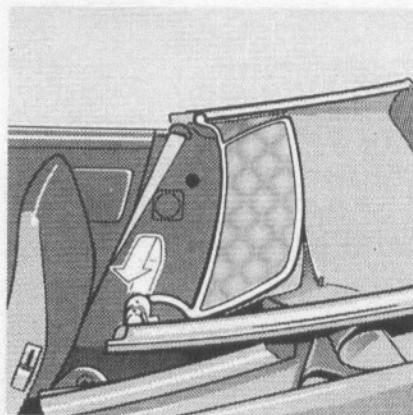
1. Open the convertible top.
2. Open the zip fastener connecting the draft stop to the convertible top.



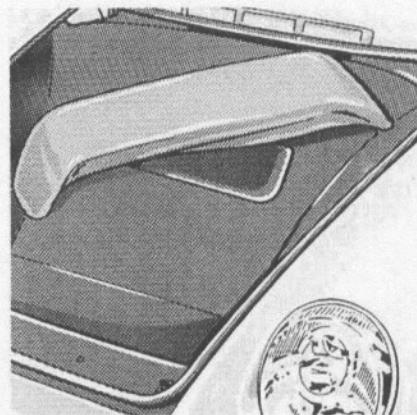
3. Unlatch the drag lever from the ball socket (arrow A).
4. Swing the draft stop until the red mark is opposite the mark on the left mount. Press the red button (arrow B) and push the draft stop out of the left mount.



5. Pull the draft stop out of the left mount. Place the protective cap on the ball socket.

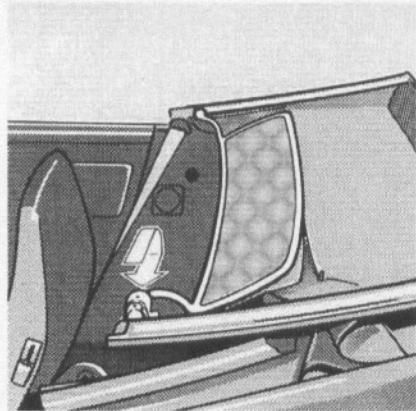


6. Place the draft stop in the bag in the luggage compartment and fix it in position with the Velcro fasteners.

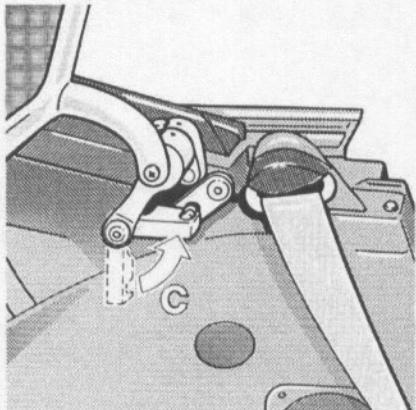


Installing the draft stop

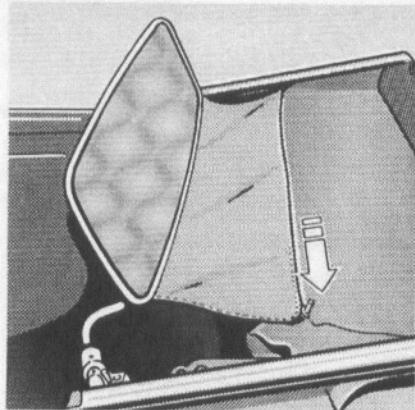
1. Insert the draft stop first in the right mount, then in the left mount.
2. Swing the draft stop until the marks on the left mount are facing each other.
3. Pull the draft stop into the left mount until you hear it snap into place and it can be turned in the mount. Swing the draft stop towards the front of the vehicle.



4. Remove the protective cap from the ball socket. Latch the drag lever into the ball socket (arrow C).



5. Connect the zip fastener of the draft stop to the convertible top and close the zip fastener.

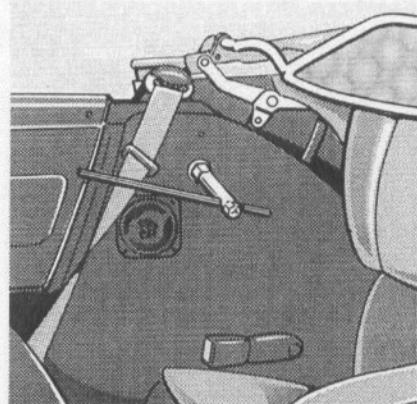


Emergency Operation

Before operating the convertible top manually, check whether the fuse is intact.

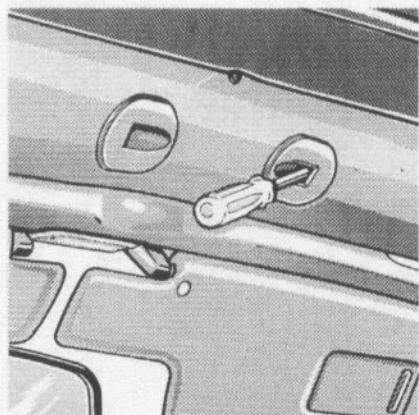
If there is a fault in the electric motor:

1. Remove the cover caps from the emergency operating devices on both rear side panels.
2. Take the wheel brace from the tool kit and loosen both bolts about four turns.
3. Raise the convertible top and position it carefully on the windshield frame.
4. Press the rocker switch until the indicator light goes out.



If there is a fault in the convertible top locks:

Turn each of the locks about 10 turns with a screwdriver, working alternately on the two locks until the convertible top locks can be seen to lock (indicator light off).



The cause of the fault should be remedied as soon as possible by a Porsche Center.

Cleaning and Care of the Convertible Top

The useful life and the appearance of the convertible top depend mainly on proper care and careful operation.

When possible, the vehicle should be parked in the shade, as intensive sunlight may damage the fabric and rubber coating and may affect the colour.

Bird droppings should be removed immediately, as the acid would cause the rubber to swell and the convertible top would develop leaks.

The convertible top must only be opened when it is completely dry. Otherwise, mould spots and scratches which cannot be removed may appear.

To remove dust and before washing, the top should be brushed with a soft brush, following the lines of the fabric. The rear window should be cleaned with a soft anti-static cloth or using Porsche window cleaner with a spray head. The convertible top should not be washed each time the vehicle is washed.

It is normally sufficient to spray or rinse the top with clear water. If the top is very dirty, a lukewarm soap solution (e.g. wool detergent) may be applied and spread over the top using a sponge or soft brush.

The top must then be rinsed with clear water until all traces of the soap solution have been removed.

The vehicle should not be washed in automatic car washes. The brushes may scratch the rear window.

To avoid damage and discoloration, no adhesive tape, stickers, etc. should be applied to the rear window and it should also not be covered with plastic film.

The convertible top must be left closed to dry.

In the event of leaks in the top or at the seams or folds, an impregnation agent approved by Porsche may be used.

After application, the impregnation agent must be removed from the rear window and the paintwork.

Never use petrol, spot removers, benzene, paint thinners or solvents to remove spots from the covering or rear window. These substances attack the rubber between the layers of fabric, making the top less waterproof and reducing its useful life. Try to remove spots from the covering by rubbing it carefully with a soft crêpe rubber.

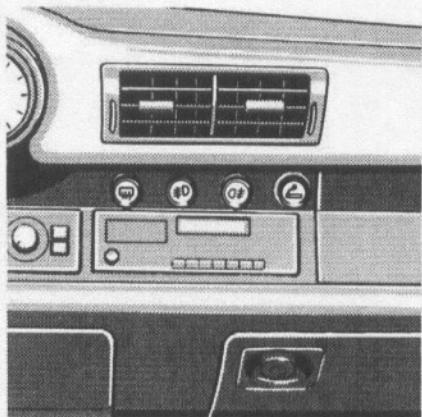
Never use sharp implements to remove snow and ice. You can use normal de-icing sprays to remove ice from the rear window.

If they are not handled and cared for properly, the top and the rear window may be damaged or become leaky. You Porsche dealer can repair or replace the convertible top.

Outside Mirror Heating System

The heating system for the outside mirrors is operated by the push-pull switch on the dashboard.

An indicator lamp in the switch lights up when the heating system is switched on.

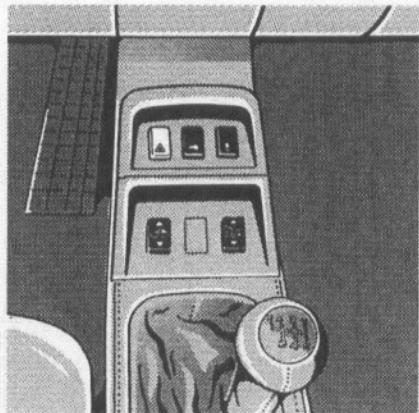
**Front Lid**

The front lid release lever can be locked using the ignition key.

Center console

Switch for retractable rear spoiler.

Switch for convertible top operation.



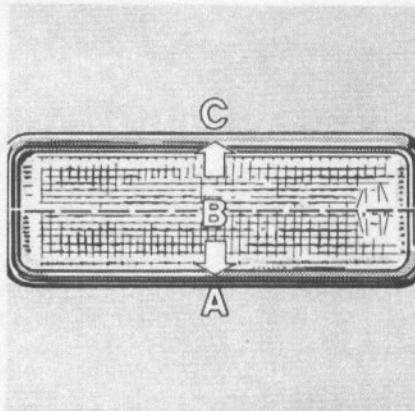
Interior Light

The interior light can be switched on or off by tilting the glass to three positions:

A - light always on

B - light always off

C - light only on when door is open



Bodywork**5101**

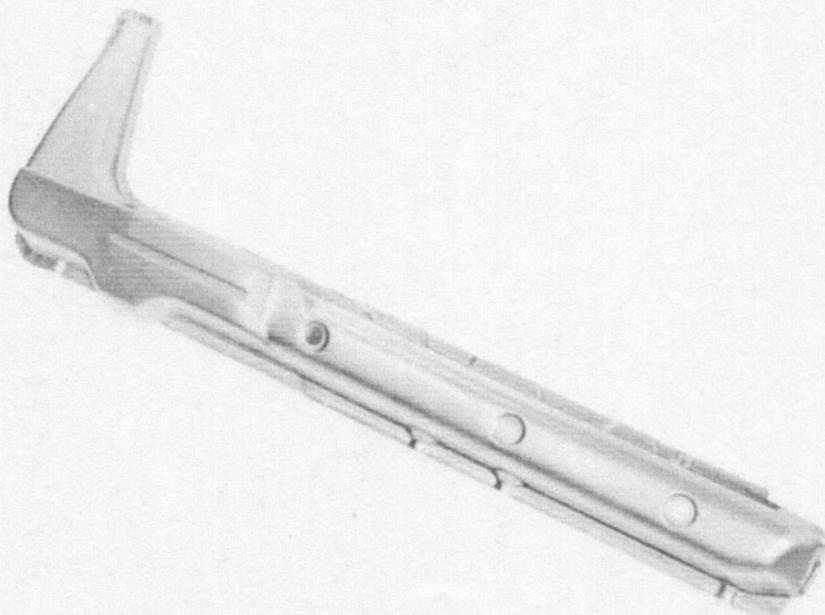
The new 911 Carrera was designed with a Cabriolet version in mind right from the start. As a result, the only differences between the bodies of the Cabriolet and the Coupé are a few special reinforcements and the modifications required to adapt to the convertible top.

In detail, the following modifications have been made:

- Reinforcements have been incorporated in the A-pillars for improved rollover protection.
- The upper cowl panel has been modified for mounting the convertible top lock.
- The central rear panel between the convertible top and the engine compartment lid has been modified.
- The convertible top mounts and the upper safety belt mounts for the front seats are installed in the B-pillars.
- The inside rear wall has been reinforced for mounting the swinging mechanism.
- A longer gusset plate is installed in the sill to improve torsional stiffness.

Thanks to these specific modifications, the static bending and torsional stiffness of the Carrera Cabriolet are about 10 % higher than the corresponding figures of its predecessor.

Extension of gusset plate

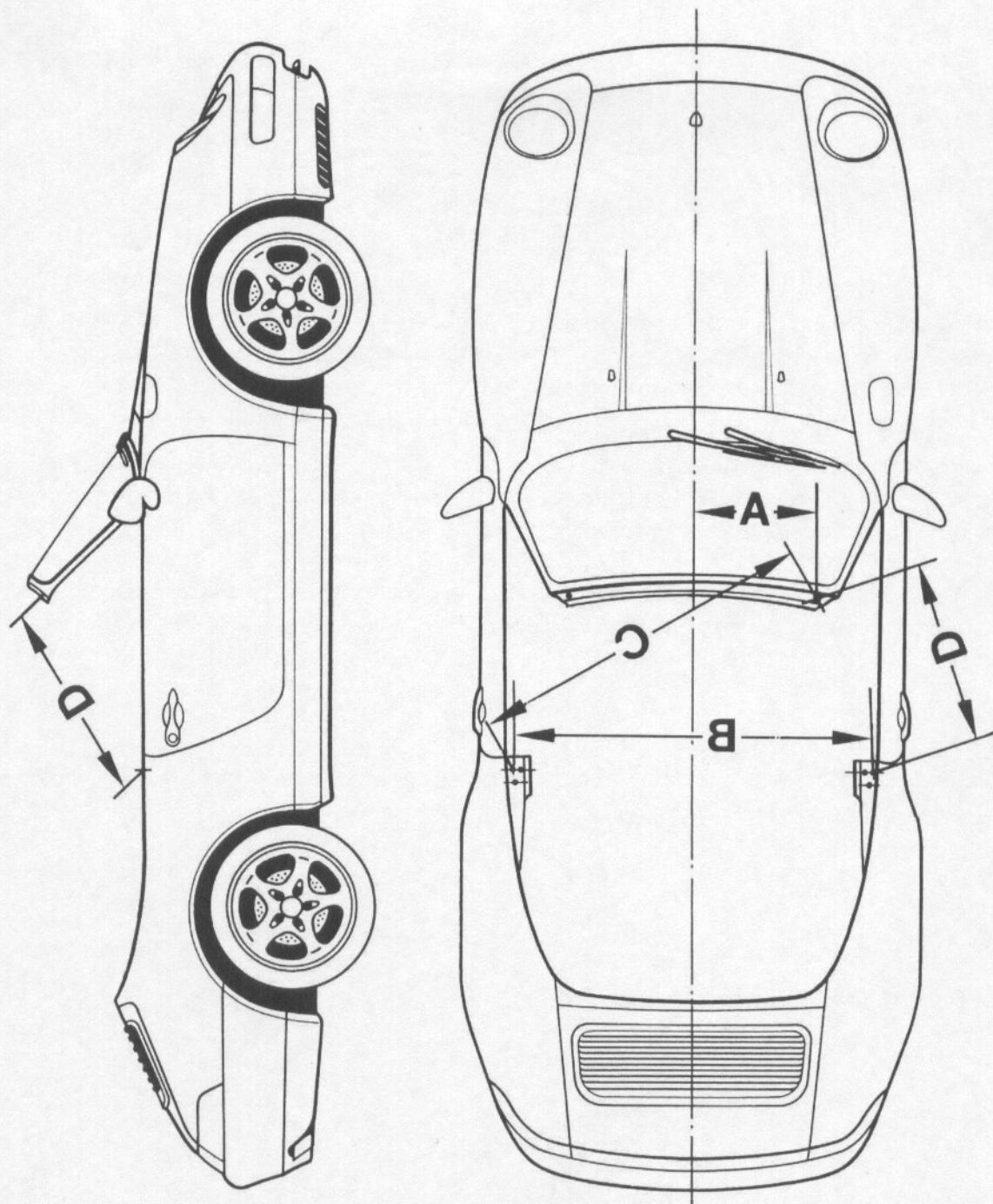


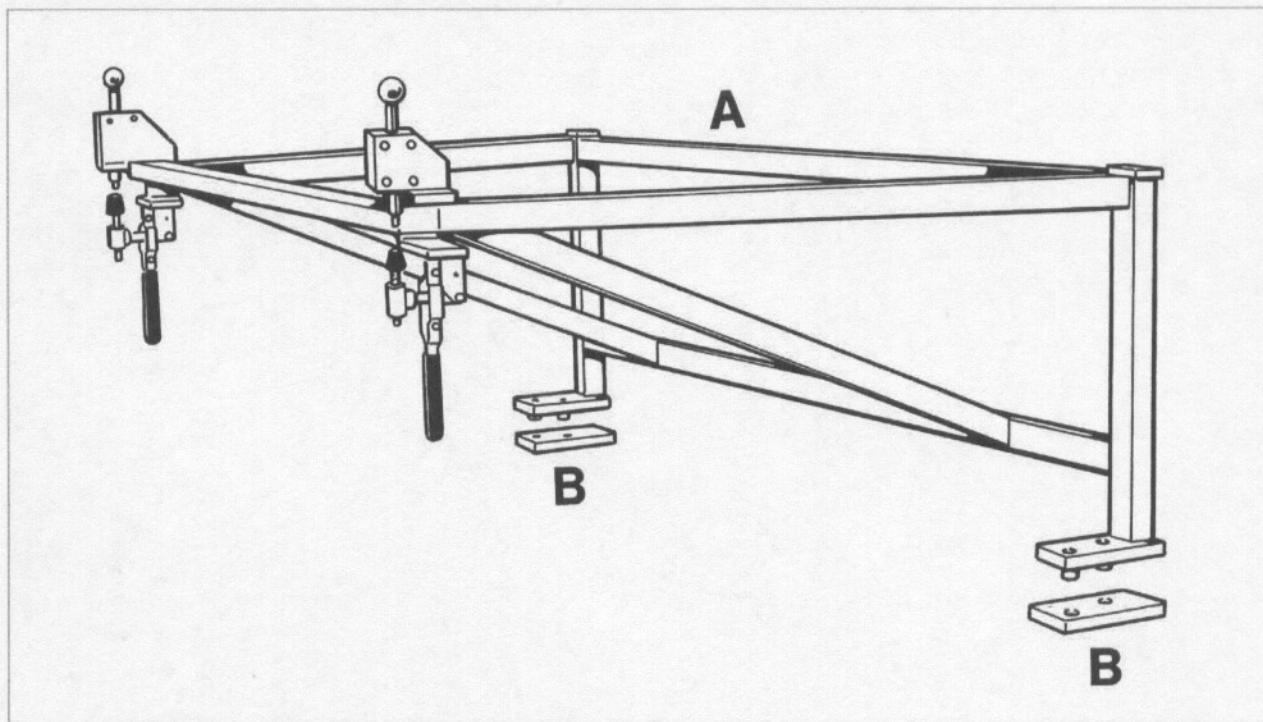
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Repair and Inspection Dimensions

Dim. mm	Description
A 930±2	Horizontal distance between the mountings for the right locating peg and the left locating peg of the convertible top.
B 1306±2	Horizontal distance between the outer bolt hole for the right convertible top mount and the outer bolt hole for the left convertible top mount.
C 1340±3	Diagonal distance between the mounting for the convertible top locating peg and the outer bolt hole for the convertible top mount.
D 763±3	Inclined distance between the mounting for the convertible top locating peg and the bolt hole for the convertible top mount.

Note
All dimensions are measured between bolt hole centers.



Special Tools for Repair Work on the Cabriolet

18765

A = P 9212 (test gauge for convertible top mounting points)

B = P 9212/1 (adapter plates)*

*Adapter plates must be inserted between P 9212 and the convertible top mount.

Test gauge P 9212 was developed for assessment and repair work on vehicles with accident damage. It consists of a tubular steel frame.

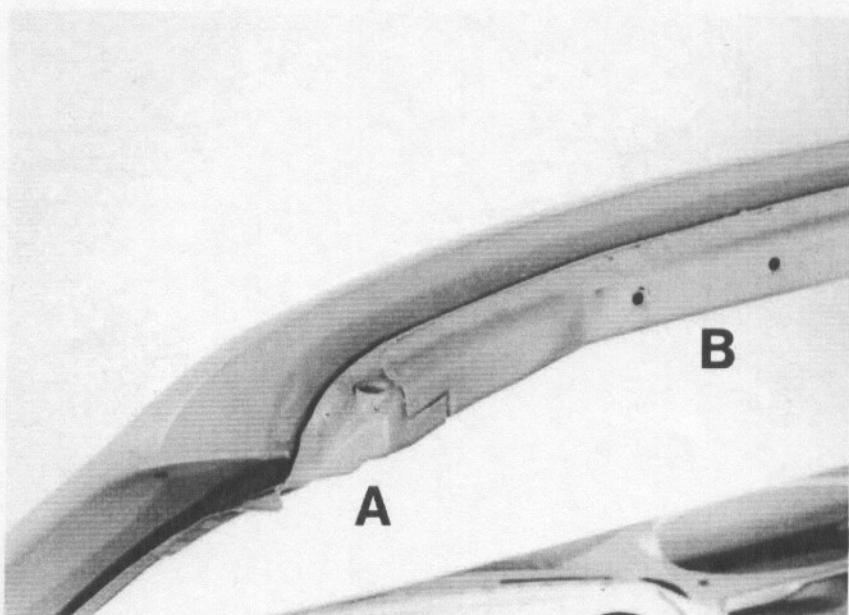
The test gauge covers the bolt holes for the convertible top on the mounts and the mounting points on the windshield frame.

There are two flat surfaces on the top of the test gauge; the height of the convertible top mounts can be checked by placing a spirit level on these surfaces.

Modifications to Body

The guide sleeve (A) welded into the windshield frame is used for positioning the locating peg on the roof frame with the convertible top closed.

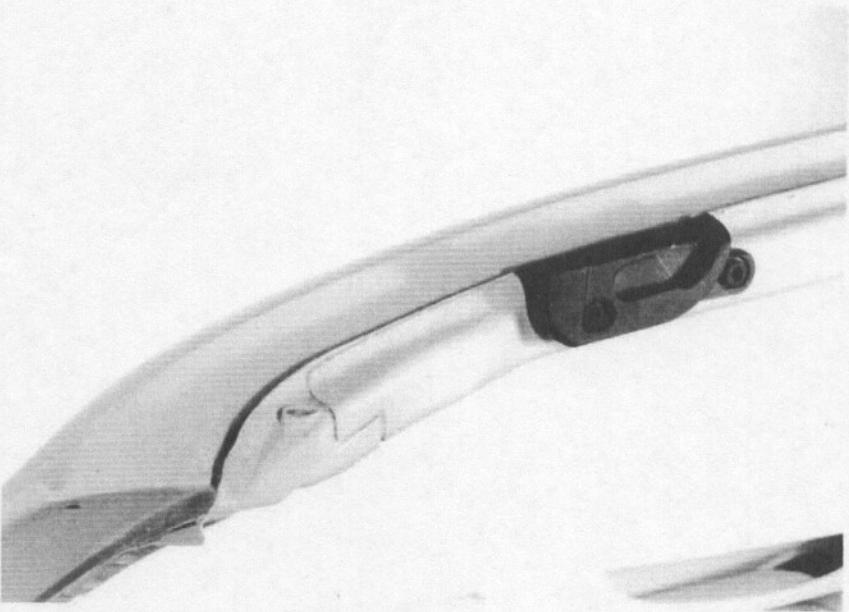
There is a recess in the windshield frame for the guide rail (B).



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The guide rail is mounted using two M 12 x 6 socket head screws permitting adjustment in the lateral direction.

Tightening torque: 9.7 Nm.

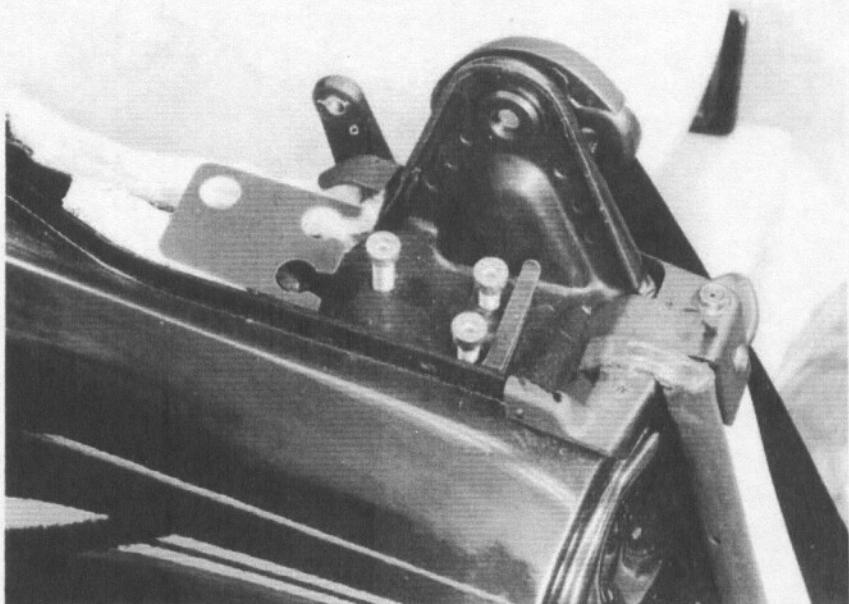


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The top is attached to each of the mounts by 3 M 8 x 20 socket head screws, permitting adjustment in the lengthwise direction.

The height of the convertible top can be adjusted using shim plates.

Tightening torque: 23 Nm.



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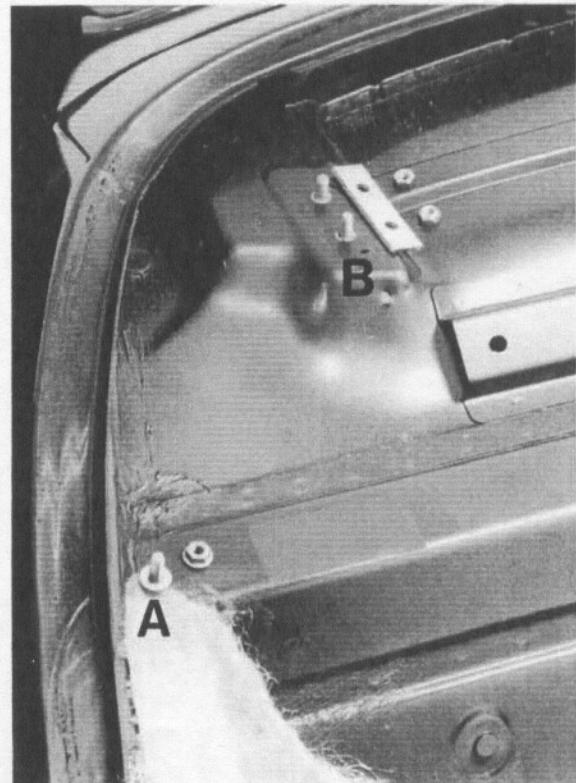
At the front, the tack strip is mounted using a stud bolt (A) with an M 6 nut.

Height adjustment is possible at this point.

Tightening torque: 9.7 Nm.

At the rear (B), the tack strip is mounted (three mounting points in total) on a holder and a support using two stud bolts.

Tightening torque: 9.7 Nm.

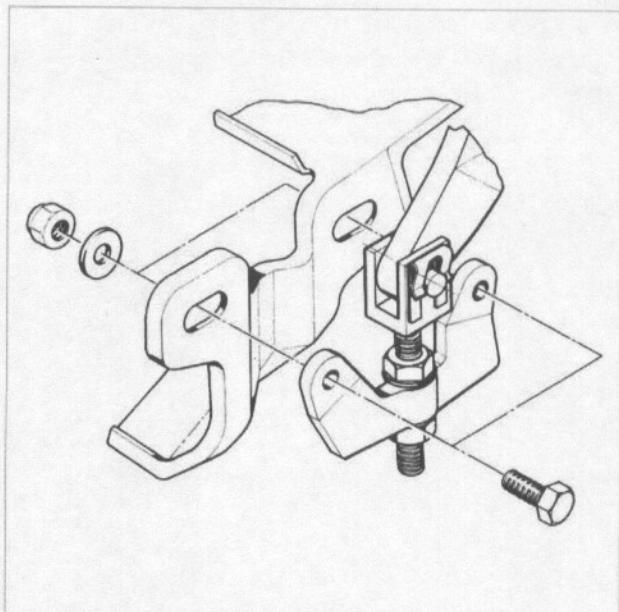


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The link of the convertible top frame is connected to the joint yoke by a bolt.

The support block is attached to the inside rear wall by two M 8 x 15 hexagon head bolts and nuts.

Tightening torque: 23 Nm.



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Convertible Top Covering (Complete)**6128**

The convertible top has a one-piece fabric covering with longitudinal seams which run through continuously to the tack strip.

The rear window can be replaced separately using a replacement system. The roof liner is continuous and covers the roof frame at the front, the main bow and the convertible top mechanism.

The rear window is made from a polyglass material.

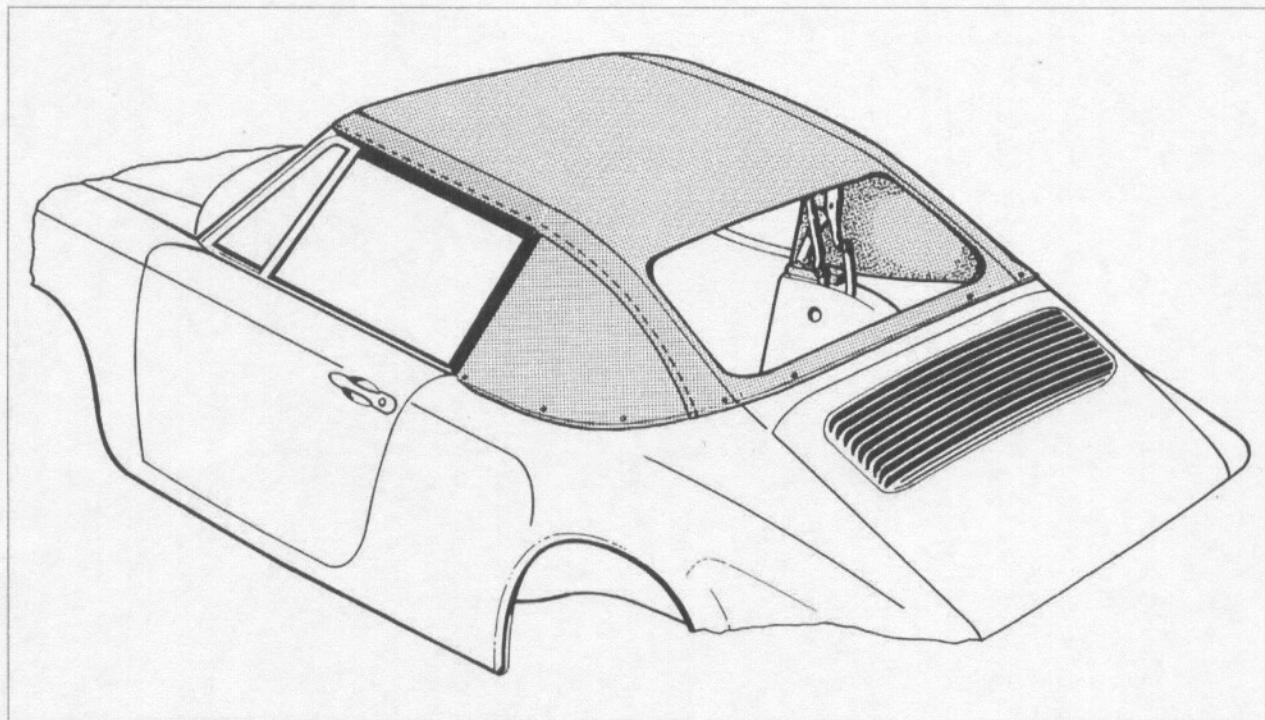
The roof covering is made from three-layer fabric.

Top layer = fully synthetic fiber

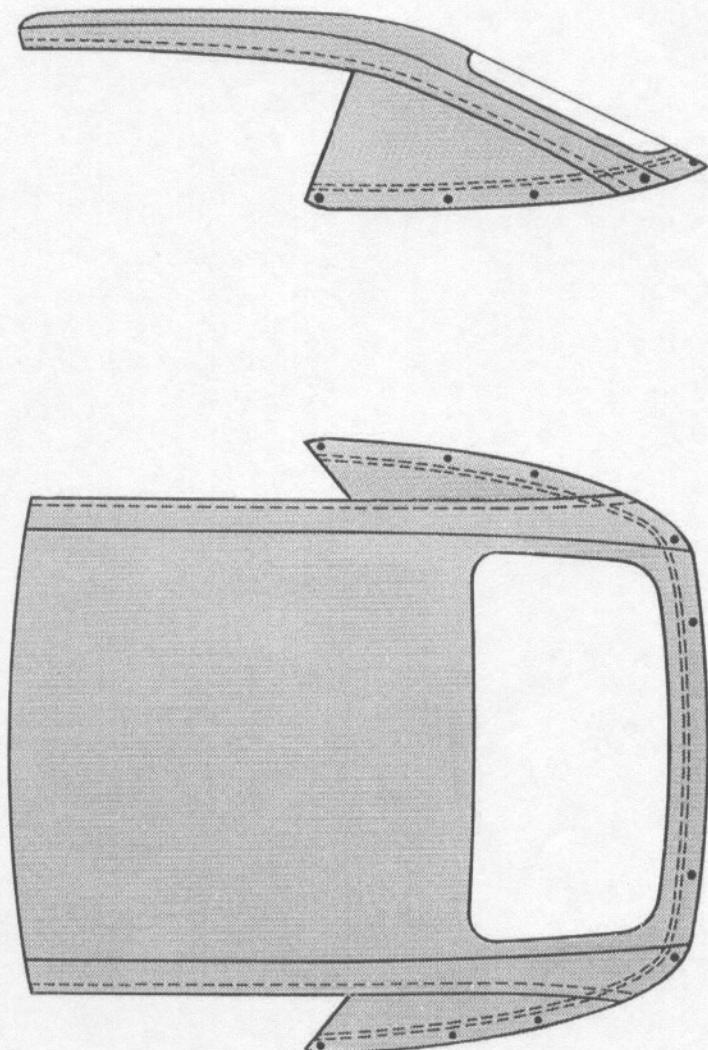
Second layer = rubber

Bottom layer = 100 % cotton

The synthetic top layer provides weatherproofing and the rubber second layer makes the top waterproof. The fabric layers are woven and bonded by a special process which results in high quality at the same time as maintaining the fabric appearance of the top layer.



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Convertible Top Covering (Complete)

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The fabric covering is made up of a central section and the two side sections.

A flexible rear window and one side of the zip fastener for the roof liner are bonded to the central section.

A pulling section is welded to the inside of the covering at the front.

The side sections are connected to the central section by seams which are concealed by sealing tape. The tape is applied by a hot melt process.

Holes are punched in the front edge of the covering. When the covering is installed, these holes must be pulled over the edge of the roof frame.

At the rear, where the covering is bonded to the tack strip, there are also holes in the covering. These must be pulled over the edge of the tack strip and the tensioner strip must be bonded.

Convertible Top Frame

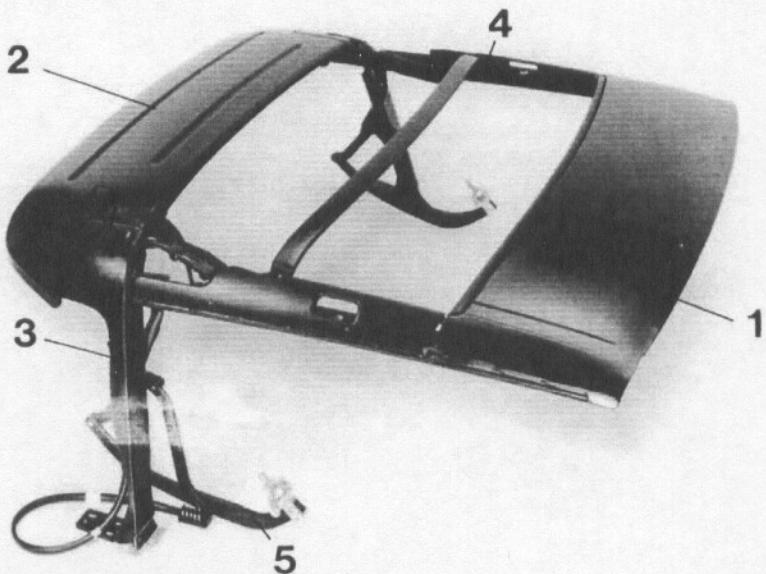
6130

Structure

The convertible top frame assembly has a very sturdy design with the roof frame at the front and the header bow providing a large area of solid roof.

- 1 - Front roof frame
- 2 - Header bow
- 3 - Main bow
- 4 - Drag bow
- 5 - Links

The roof frame at the front is a steel plate structure. The header bow is made from stamped aluminium and the main bow from diecast aluminium.



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The convertible top frame assembly consists of the front roof frame with its side parts, the header bow, the two main bows, the drag bow and the links. The frame assembly is powder-coated.

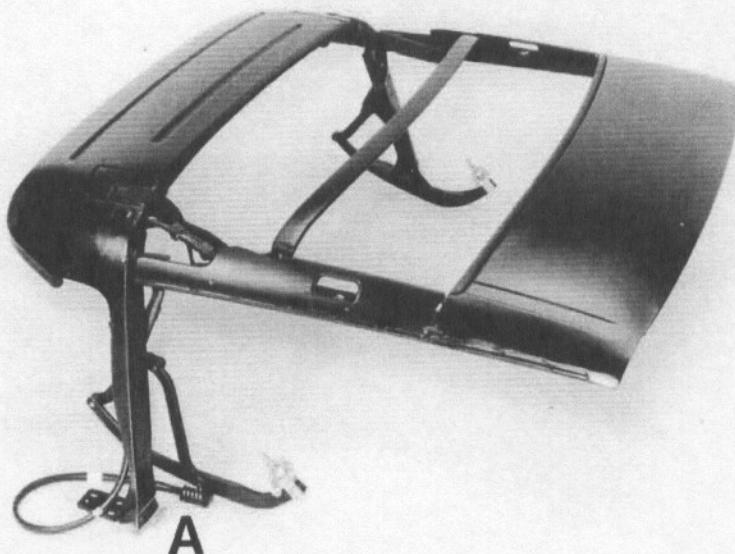
The two locking motors and the microswitches for the convertible top control system are installed in the front roof frame.

The mounting points for the roof transport system are installed on the main bow. If required, these points must be exposed.

Mode of Operation

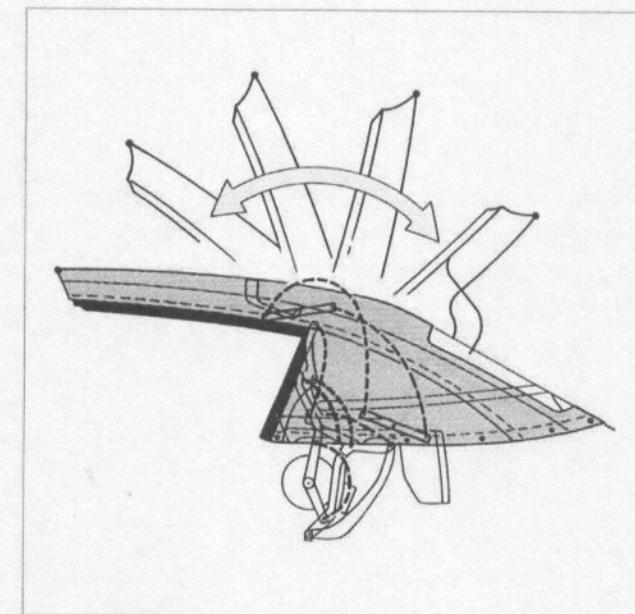
When the convertible top is operated, the top is lifted at the front roof frame and the entire frame assembly swings back, pivoting around point A on the convertible top mount.

At the same time, the front roof frame is swung inwards by the connecting lever; in this way, the header bow is lowered behind the emergency seat backrests and the roof frame is placed on the header bow.

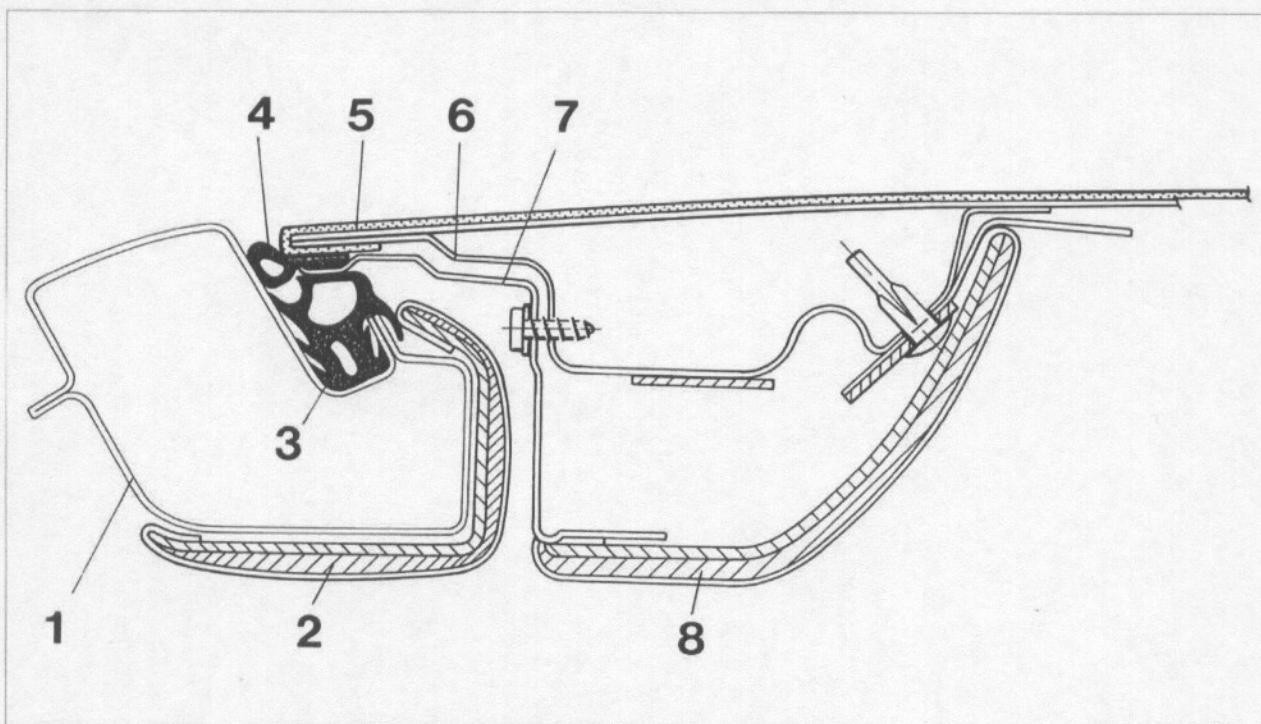


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The opening procedure



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Structure of Convertible Top

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- 1 - Windshield frame
 2 - Trim
 3 - Seal
 4 - Roof frame seal

- 5 - Fabric covering
 6 - Front roof frame
 7 - Trim panel
 8 - Upholstered trim panel

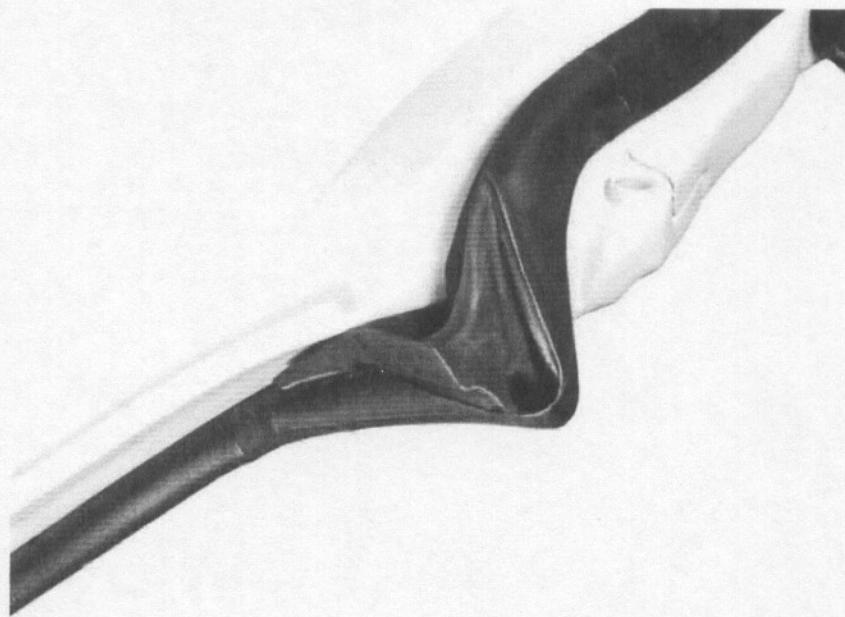
On the inside, the windshield frame (1) is covered by a trim (2). The single-piece seal (3) installed on the edge of the windshield runs from the windshield frame via the sills to the convertible top mounts. The roof frame seal, with its front and side parts, is also a single-piece seal.

At the front, the fabric covering is sealed against the windshield frame by the roof frame seal (4). The fabric covering (5) is folded over the edge of the roof frame (6) and bonded in place by adhesive.

A trim panel (7) and an upholstered trim panel (8) to cover the seal from the inside are installed on the front roof frame.

6122**Front seal**

The seal corner is designed to act as a funnel, collecting excess moisture and feeding it to the drainage channel incorporated in the seal. Care must be taken to ensure that moisture can drain freely (i.e., the drainage channel is not blocked).



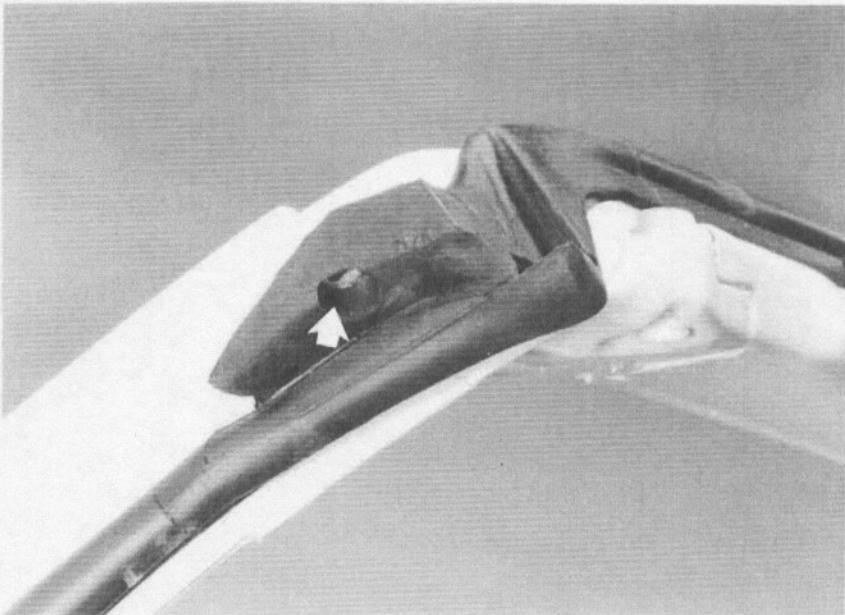
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The seal is attached to the seal corner by a sheetmetal screw (arrow).

The single-part seal runs from the convertible top mount via the door sill and the windshield to the door sill and convertible top mount on the other side.

The seal is equipped with an end cap on each convertible top mount.

The seal material is EPDM with a coating of low-friction paint.



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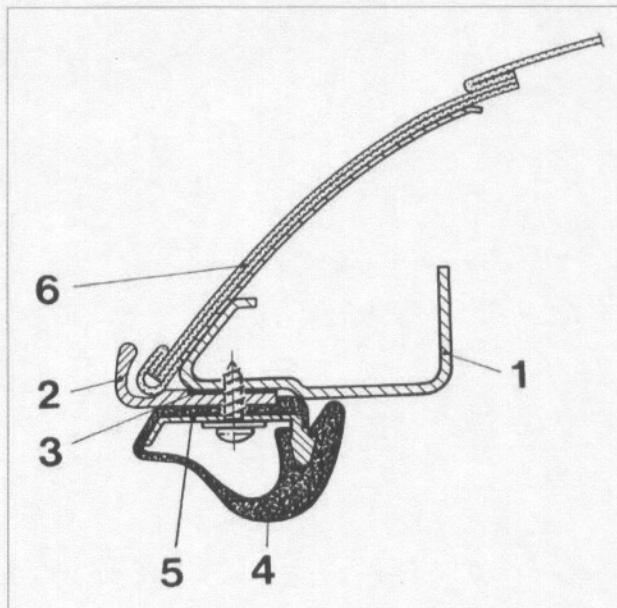
- 1 - Side roof frame
- 2 - Rain channel
- 3 - Sealing tape
- 4 - Roof frame seal
- 5 - Rail
- 6 - Fabric covering

The rain channel (2) is attached to the side frame of the roof (1) by one pop rivet each at the front and the back. The joint is sealed by a sealing tape (3). An aluminium rail (5) is fitted on the side sections of the roof frame seal (4). The rail is mounted on the the roof frame in an adjustable position using 4 sheetmetal screws.

The seal material is EPDM with a coating of low-friction paint.

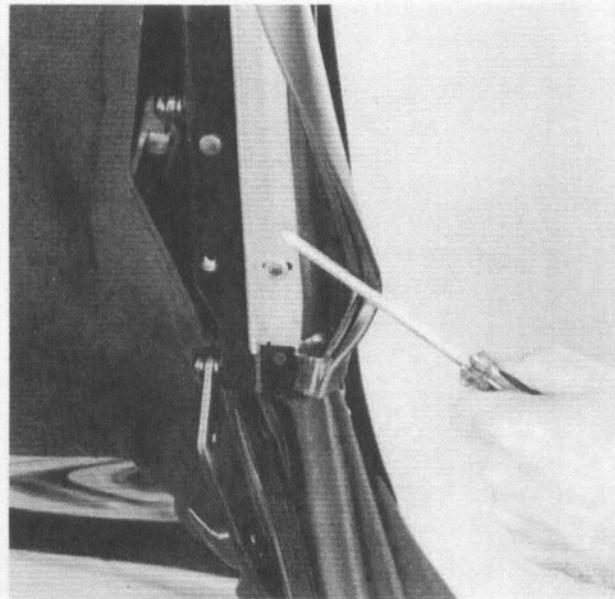
The fabric covering (6) rests on the side parts of the roof frame.

A spring loaded tension rope is installed between the front roof frame and the header bow.



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To reach the mounting screws, the seal must be pulled out of the rail.

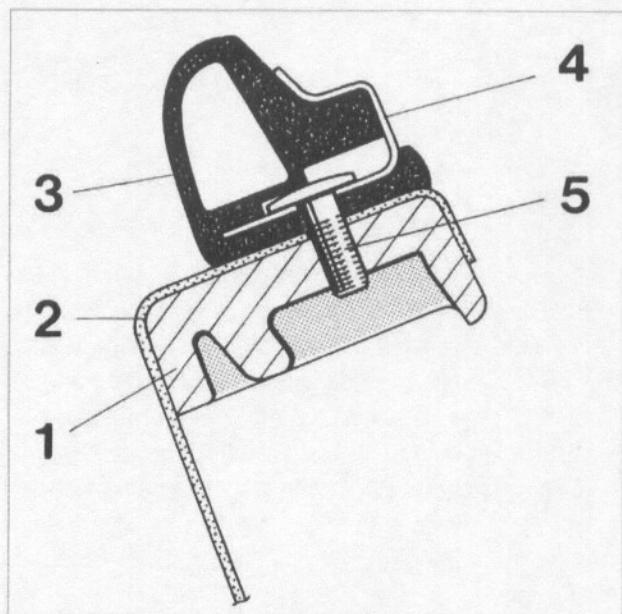


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Structure of Convertible Top

911 Carrera Cabriolet

- 1 - Main bow
- 2 - Fabric covering
- 3 - Seal
- 4 - Mounting rail
- 5 - Screw

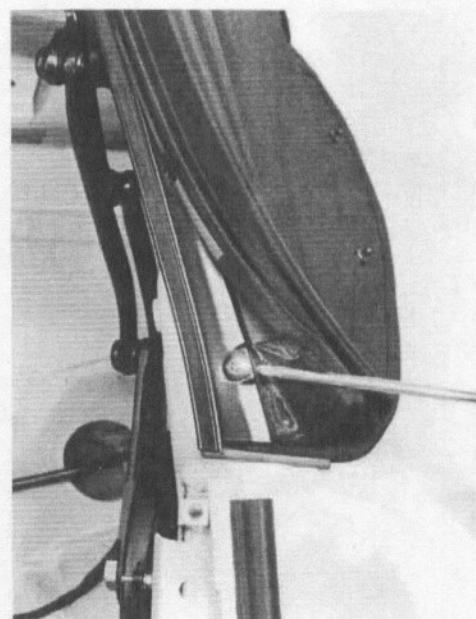


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The fabric covering (2) is bonded to the main bow (1) by adhesive. The seal (3) is inserted in the mounting rail (4) and is installed in an adjustable position on the main bow (4) using 4 screws (5).

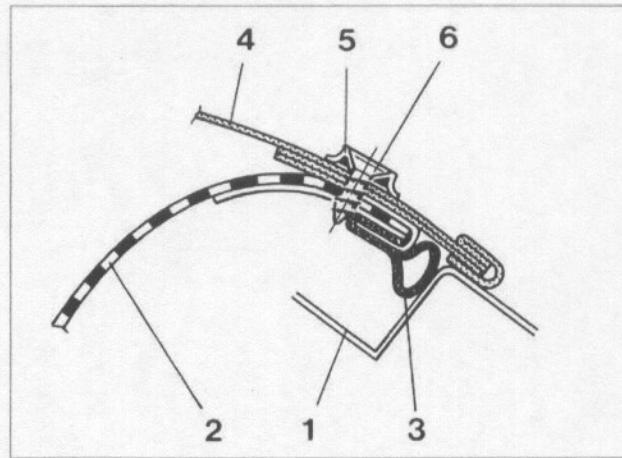
The outer surface of the seal is covered with polyamide fabric.

To reach the mounting screws, the seal must be pulled out of the mounting rail.



94/21

- 1 - Central part of rear end
- 2 - Tack strip
- 3 - Seal strip
- 4 - Fabric covering
- 5 - Snap fastener ball
- 6 - Sheetmetal screw

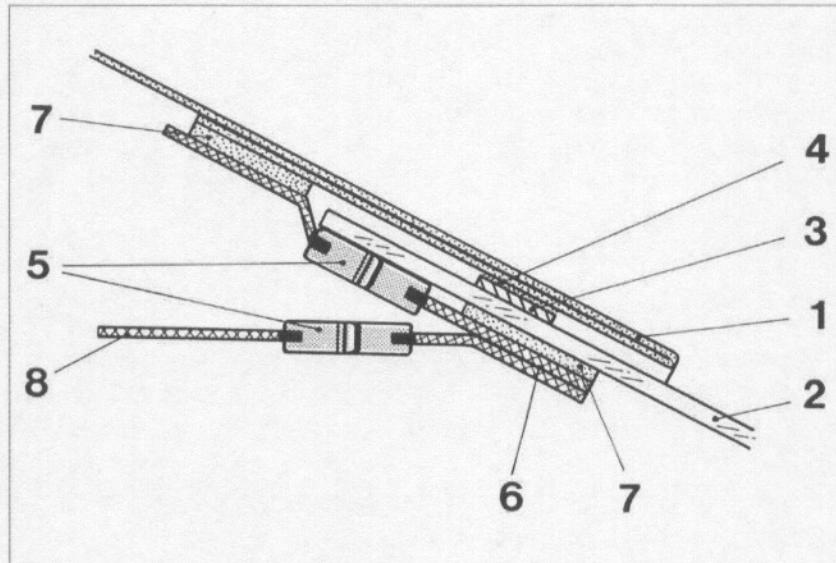


233

The seal strip (3) is installed between the central part (1) or the sides of the rear end and the tack strip (2). The seal strip is a metal insert with a tubular profile seal which is pushed onto the tack strip.

The top of the central rear end part is covered by the fabric (4). The ball for the snap fastener (5) used to attach the convertible top cover is mounted using a sheet-metal screw.

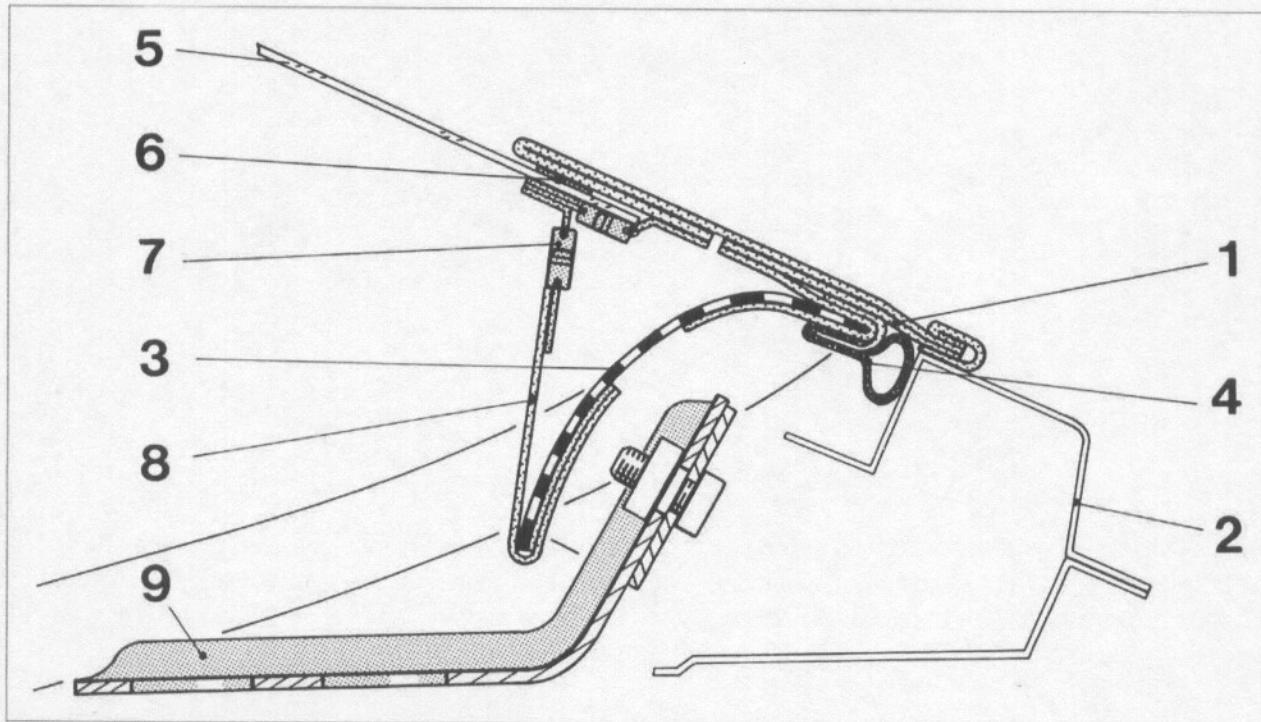
- 1 - Fabric covering
- 2 - Rear window
- 3 - Hot melt adhesive
- 4 - Heating wire system
- 5 - Zip fastener
- 6 - Fabric tape
- 7 - Adhesive
- 8 - Roof liner



234

The rear window (2) is installed in a cutout in the fabric covering. The hot melt adhesive (3) used has both bonding and sealing functions. A heating wire system (4), consisting of flexible copper wire, is installed around the edge of the window and covered by a strip of hot melt adhesive. The separable zip fastener (5) is used to position the rear window before it is bonded into place.

The two fabric strips (6) of the separable halves of the zip fastener are fastened to the rear window and the fabric covering using an adhesive (7). The roof liner (8) is attached to the fabric covering by a second zip fastener.



235

- 1 - Fabric covering
- 2 - Central section of rear part
- 3 - Tack strip
- 4 - Seal strip
- 5 - Rear window

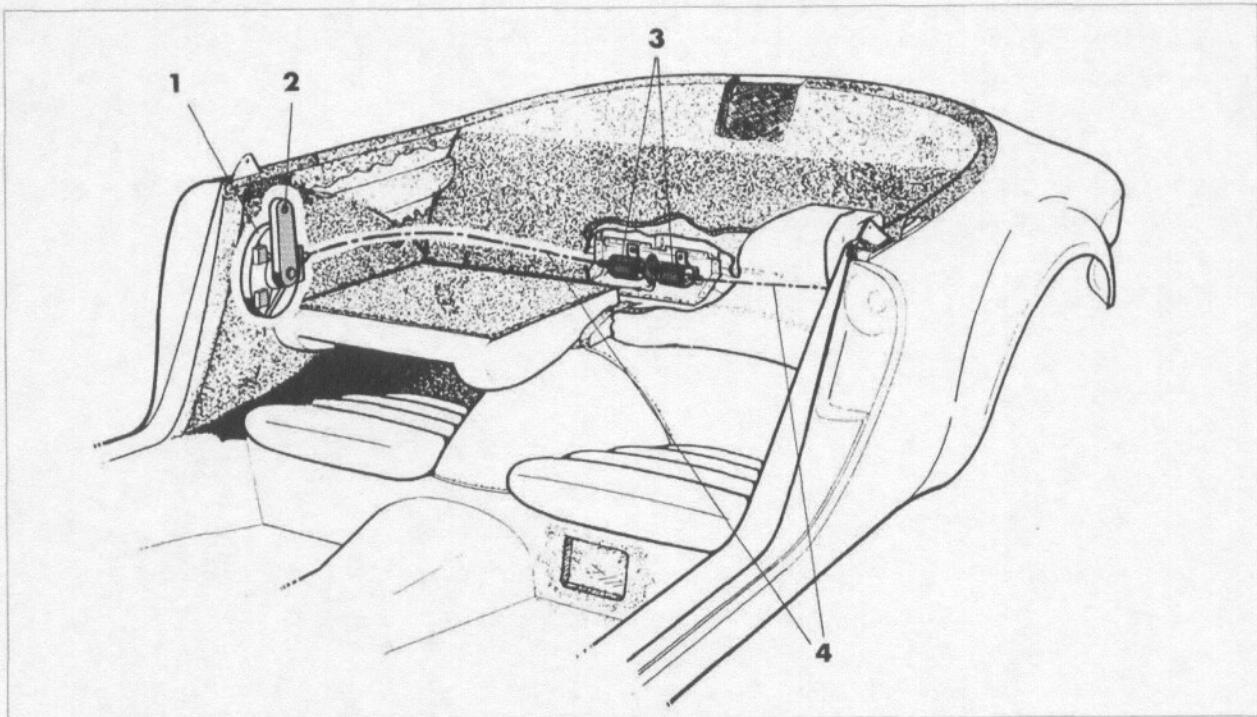
- 6 - Hot melt adhesive
- 7 - Zip fastener
- 8 - Roof liner
- 9 - Holder

At the rear, the fabric covering (1) ends in a sewn double section which rests on the central section of the rear end (2). The fabric covering is folded over to the inside of the tack strip (3) and bonded in position with adhesive.

The seal strip (4) consists of a metal insert with a tubular profile seal which is pushed onto the tack strip.

The rear window (5) is installed in the cutout in the fabric covering.

The hot melt adhesive (6) has both bonding and sealing functions. The separable zip fastener (7) is used to position the rear window before it is bonded. The roof liner (8) is attached to the fabric covering by a second zip fastener. The tack strip is fastened to the bodywork by the holder (9).

Convertible Top Motors**6170**

237

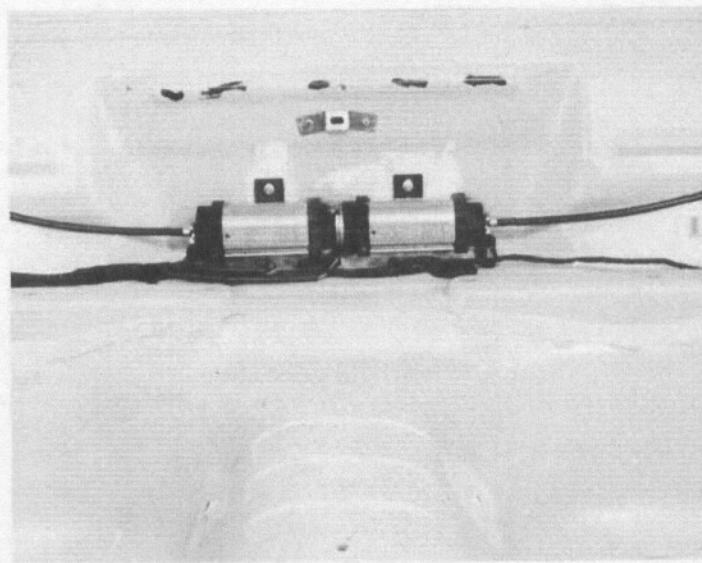
1 - Swinging mechanism

2 - Link

3 - Motors

4 - Drive shafts

The convertible top is operated by two motors which are mechanically coupled. The two motors are installed on a mounting plate. To reach the motors, the rear wall trim panel and insulation must be removed.



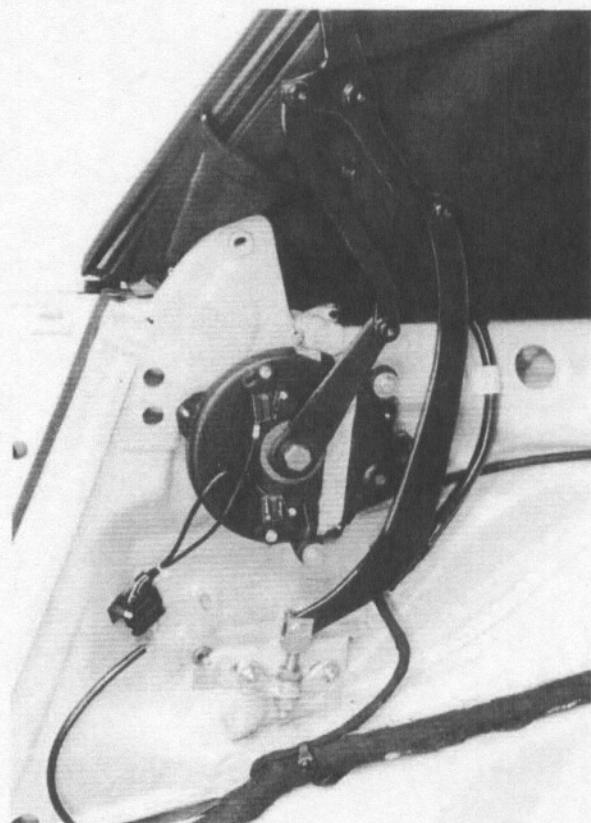
94/37

The motors are connected to the swinging mechanisms on the left and right inside walls by flexible drive shafts and a planetary gearbox.

Links which transfer the swinging motion to the connecting levers of the top frame assembly are installed on the transmission shafts of the swinging mechanisms. The two micro-switches for the convertible top control system are installed on the right swinging mechanism.

After emergency operation of the convertible top, the screws on the swinging mechanism which were loosened must be replaced.

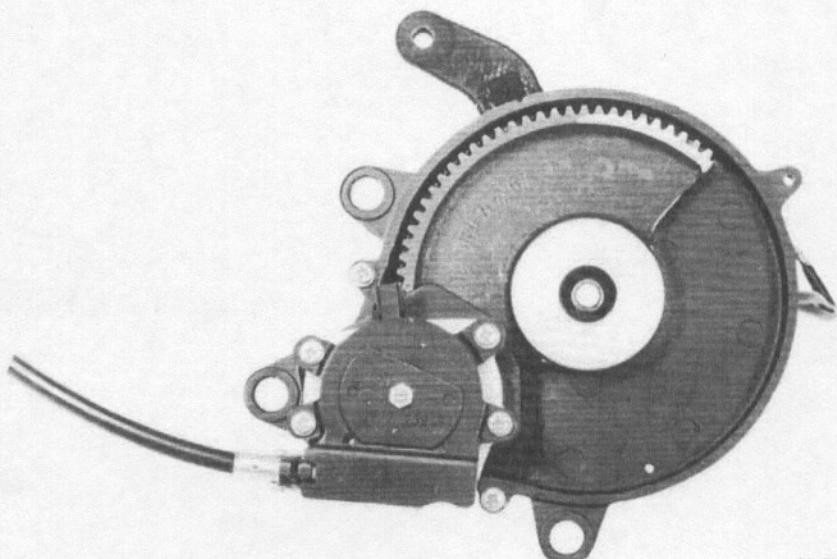
Tightening torque: 35 Nm.



94/28

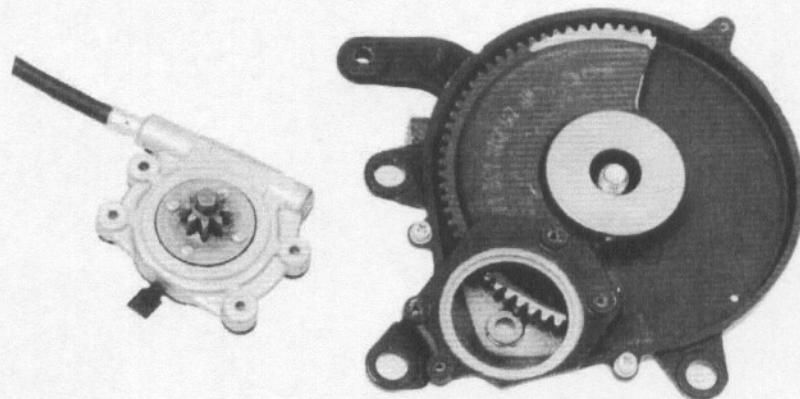
6172

The planetary transmission is installed on the back of the swinging mechanism. After the plastic cover has been removed, the gear segment is visible.



89/81

The movement of the drive shaft is transferred by a worm gear. The gear segment of the swinging mechanism is driven by a pinion on the transmission shaft.



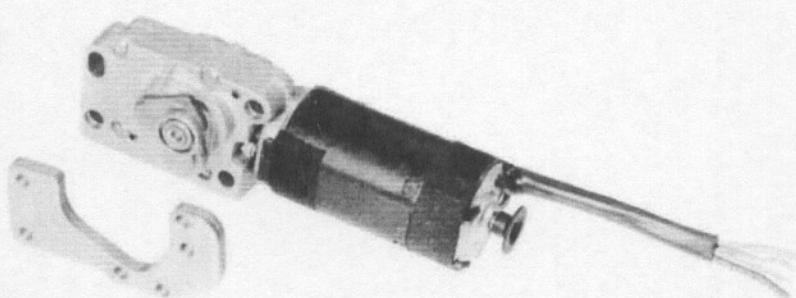
89/80

6180

Electric motors installed in the left and right parts of the front roof frame drive the closing crank mechanisms via a worm gear.

These crank mechanisms lock the convertible top by gripping the guide rails and establishing a mechanical connection between the roof and the windshield frame.

A switching plate in the transmission transmits a signal to the control unit when the cranks reach their final position.

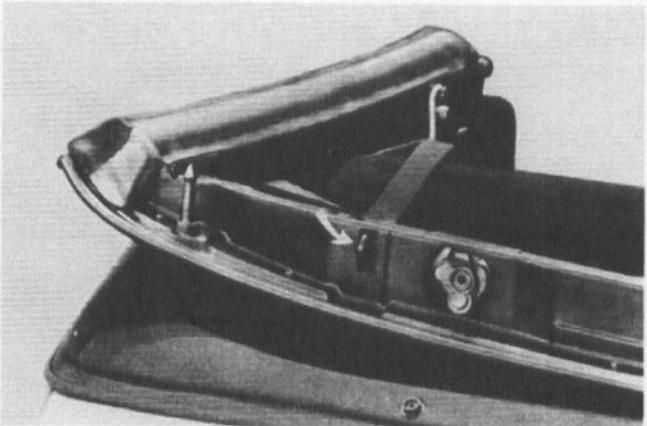


684

Convertible Top Motors

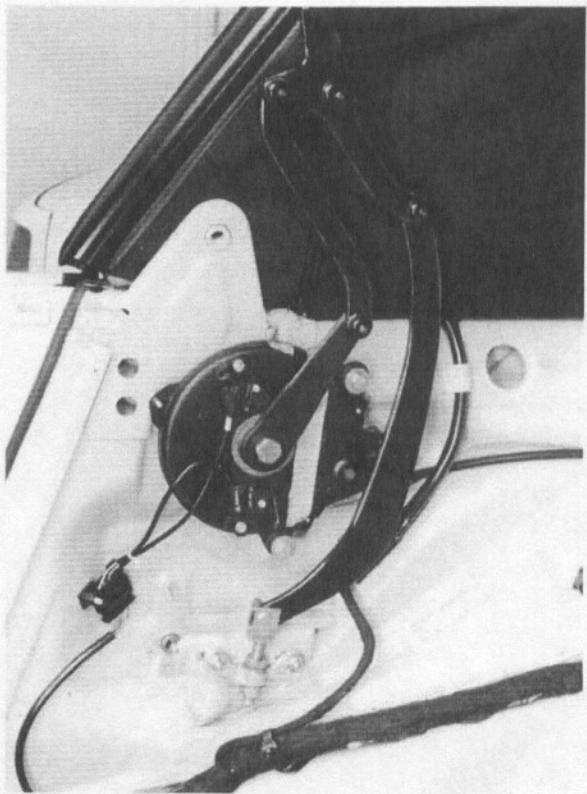
911 Carrera Cabriolet

The signal for stopping the top operation motors and for starting the locking motors is given by two microswitches, one on the left and one on the right, when the convertible top reaches the switching position on the windshield frame (closing operation).



685

The top operation motors are switched off by the lower microswitch on the swinging mechanism (opening operation).

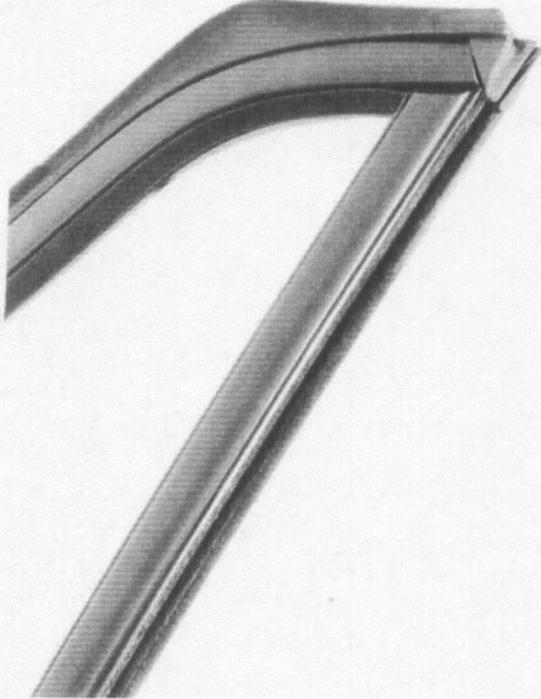


94/27

Windows, Door Window Frames

6444

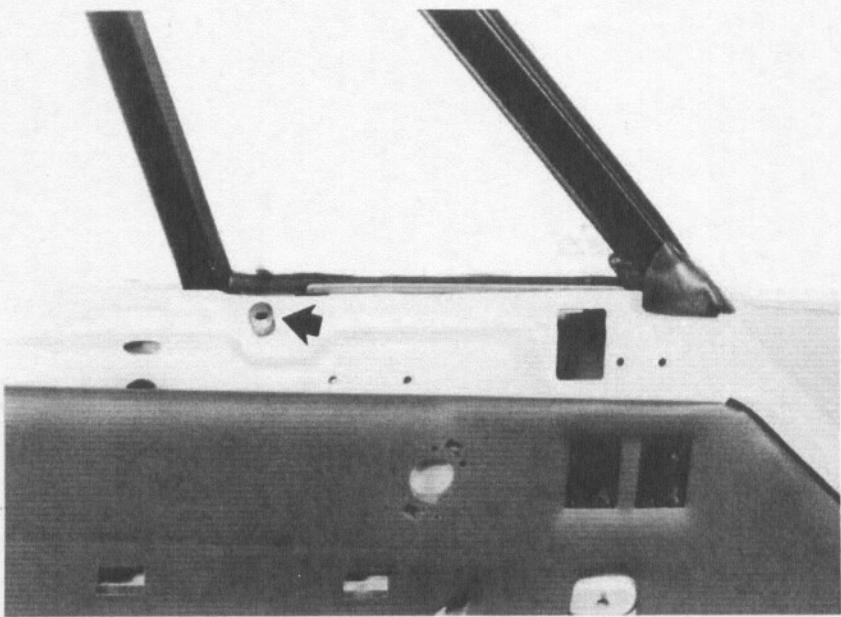
On the outside, the door window frame is sealed against the windshield frame by the additional door seal which is inserted in the groove of the door window frame.



94/19

The joint between the door window frame and the door is covered by a molding.

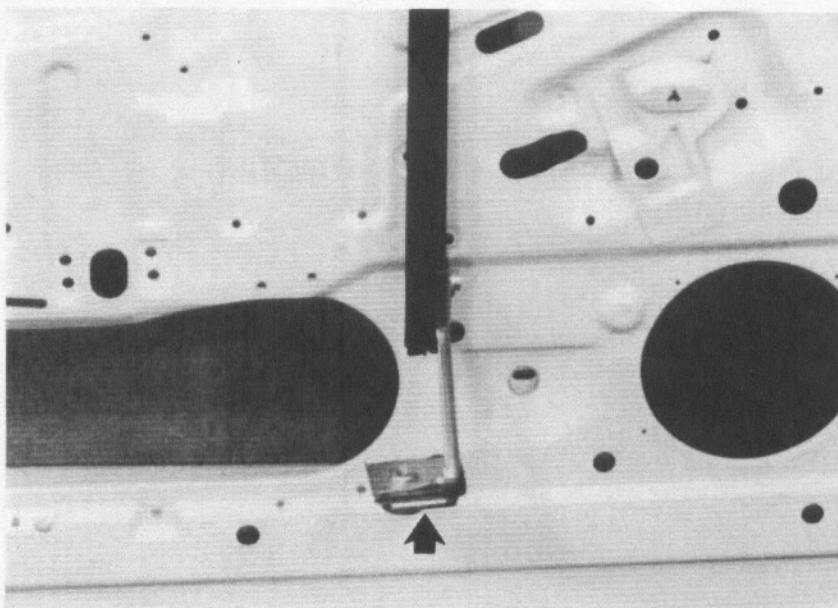
The position of the door window frame can be adjusted at the mounting point (arrow). The mounting takes the form of a slot.



94/30

The lower mount of the door window frame is a screw-on mounting bracket (arrow) which is accessible from below. The window frame can therefore be adjusted without removing the door trim panel.

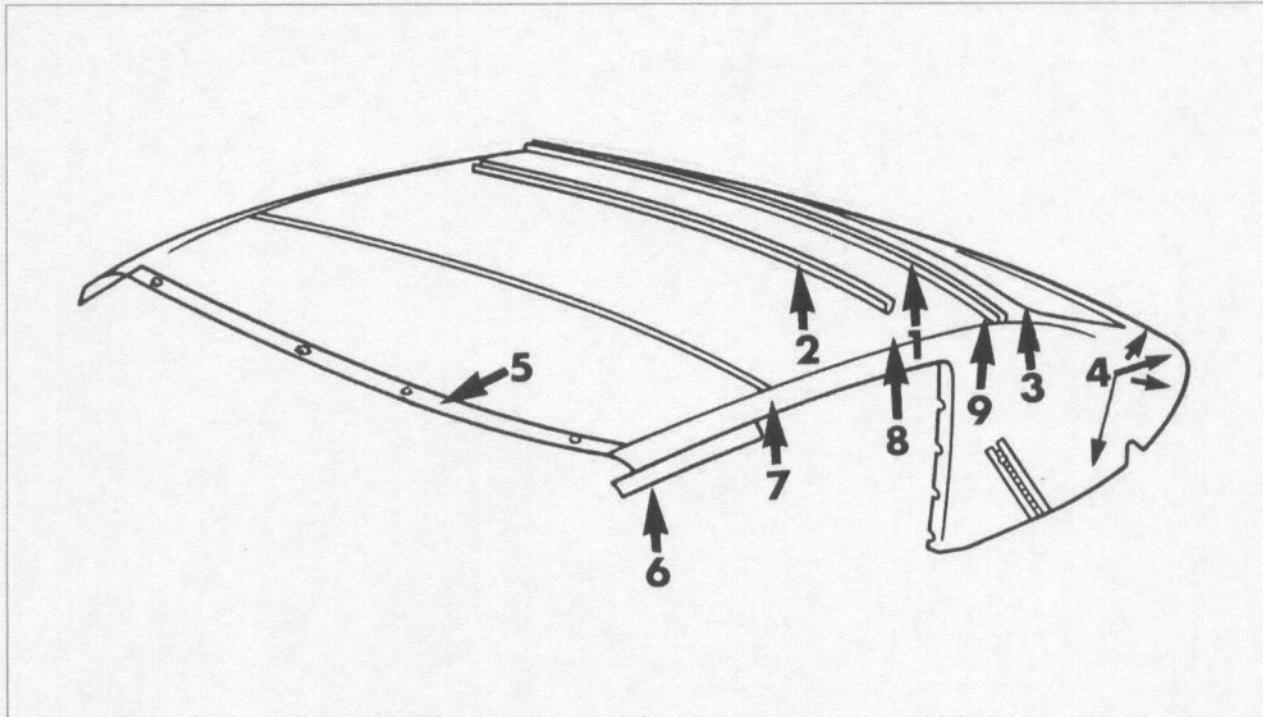
An additional stop for height adjustment is installed in the mounting channel of the door window. To reach the stop, the door molding must be removed.



94/32

Convertible Top Covering, Installation and Removal

7084
Roof Liner



238

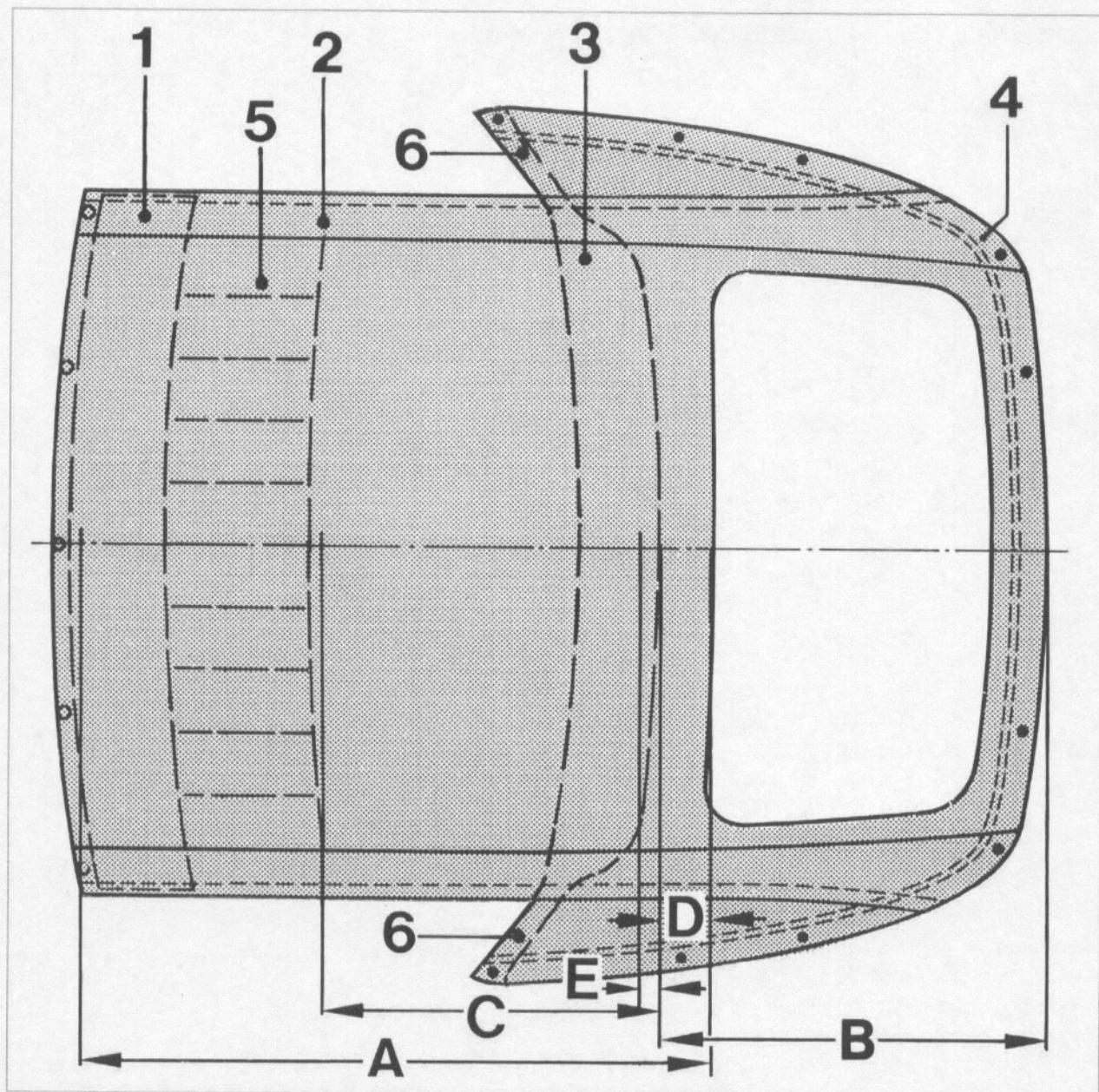
The roof liner is sewn together from several parts. Two push-on profiles (1, 2) for attachment to the header bow are sewn onto the central part.

One side of a zip fastener (3) is attached to the rear window cutout. The roof liner has a continuous Velcro strip (4) for attachment to the rear tack strip.

The plastic strip (5) is fastened to the roof frame by body-bound rivets.

The rubber strips (7, 8, 9) are fastened to the sides of the roof frame. In addition, the roof liner is bonded to the roof frame (6) and the main bow by adhesive.

The roof liner has zip fasteners at the sides for access to the mounting points on the convertible top mounts.



228 a

- 1 - Front roof frame
- 2 - Drag bow
- 3 - Header bow
- 4 - Tack strip
- 5 - Tension cloth
- 6 - Main bow

- A - 1115 mm
- B - 610 mm
- C - 480 mm
- D - 80 mm
- E - 10 mm

6128

The convertible top covering is supplied complete with a covered tack strip (4). The first step in installing the covering is to fit the tack strip. At first, the screws must only be positioned, and not tightened, in order to permit adjustment of the position. Then, the marking on the covering must be placed on the header bow (3).

After adhesive has been applied to the adhesive points on both sides, 10 mm from the rear edge, they must be bonded immediately to permit adjustment and alignment.

The next step is to glue the covering to the main bow (6). In doing so, you must ensure that there are no creases in the rear part of the covering.

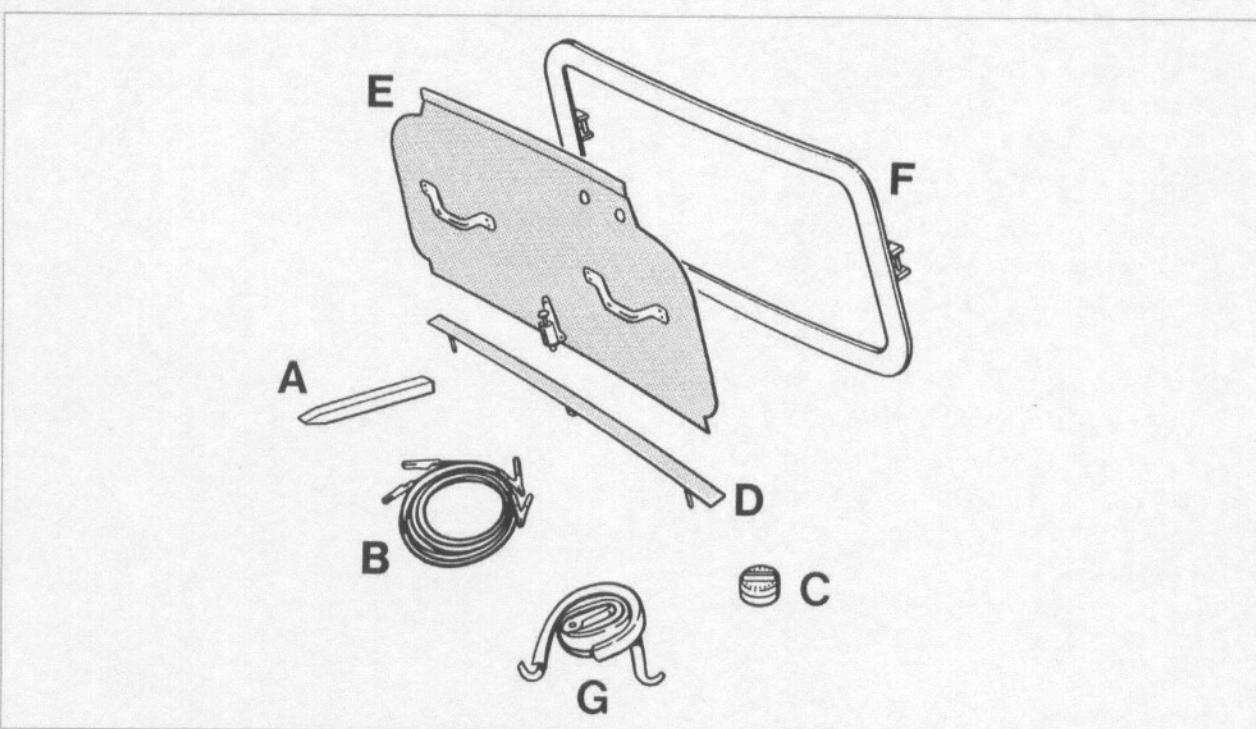
To glue the covering to the front roof frame (1), the top must be opened (about 100 mm). Adhesive must be applied to the adhesive points on both sides up to the marking line on the covering and they must then be bonded.

After bonding, the covering must be checked for correct tension and any creases and then bonded to the edge of the roof frame.

The tension cloth (5) must be wrapped around the drag bow (2) and bonded to the roof frame (1).

Rear window**6485****Flexible Rear Window of Cabriolet, Removal and Installation.**

The following special tools are required for the installation and removal of the flexible rear window of the Cabriolet.



1894-64

Special tool kit, comprising:

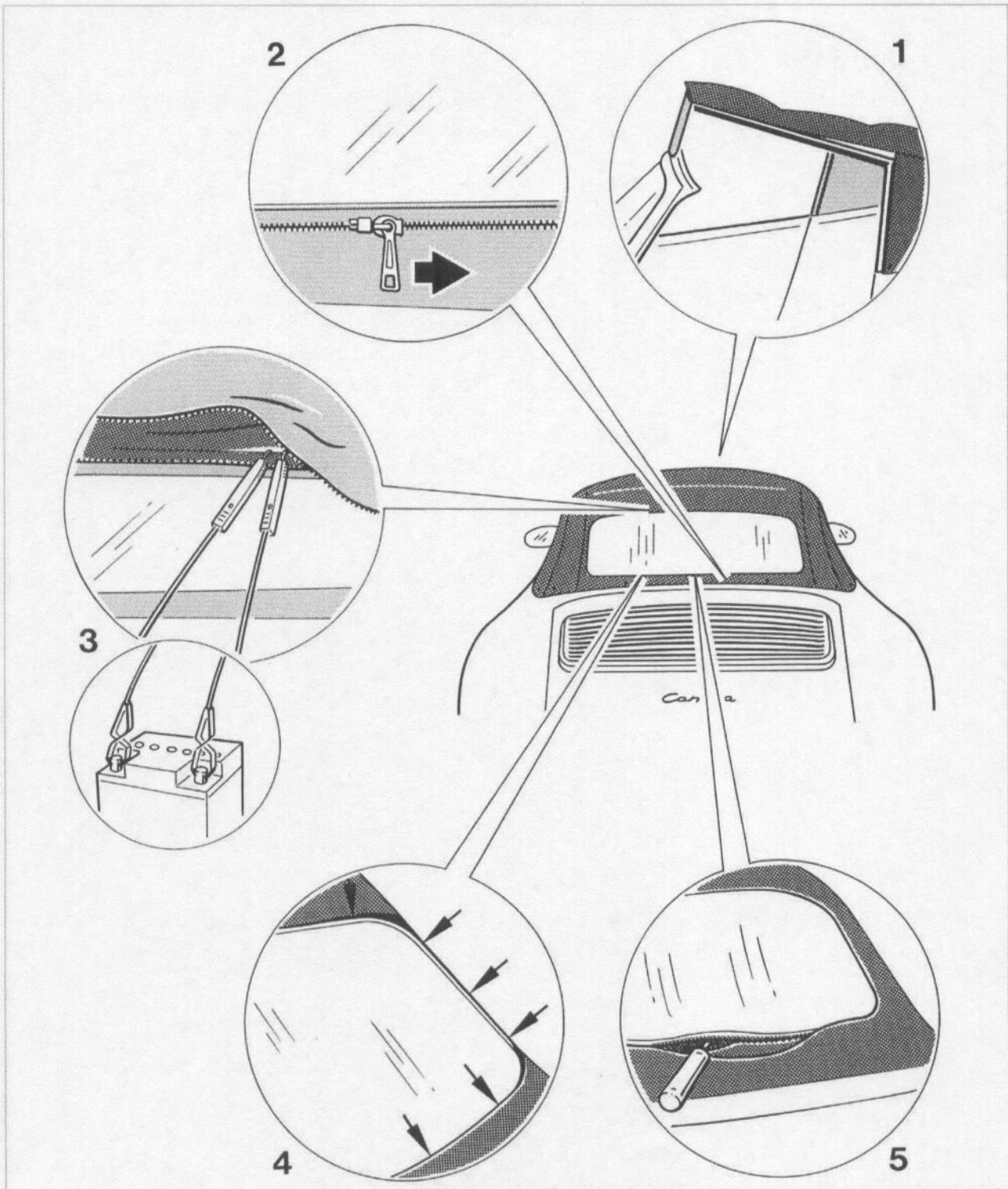
- | | |
|--|-------------------------|
| A - Spacer wedge for convertible top opening | E - Inside plate |
| B - Power cable | F - Pressure frame |
| C - Timer switch | G - Belt with tensioner |
| D - Support rail for inside plate | |

The tool kit can be obtained from:

Mehler Vario System GmbH
Am Bahnhof 1
D - 36103 Frieden

Phone: ++49 6655/972-26
Fax: ++49 6655/5601

Removing Flexible Rear Window of Cabriolet

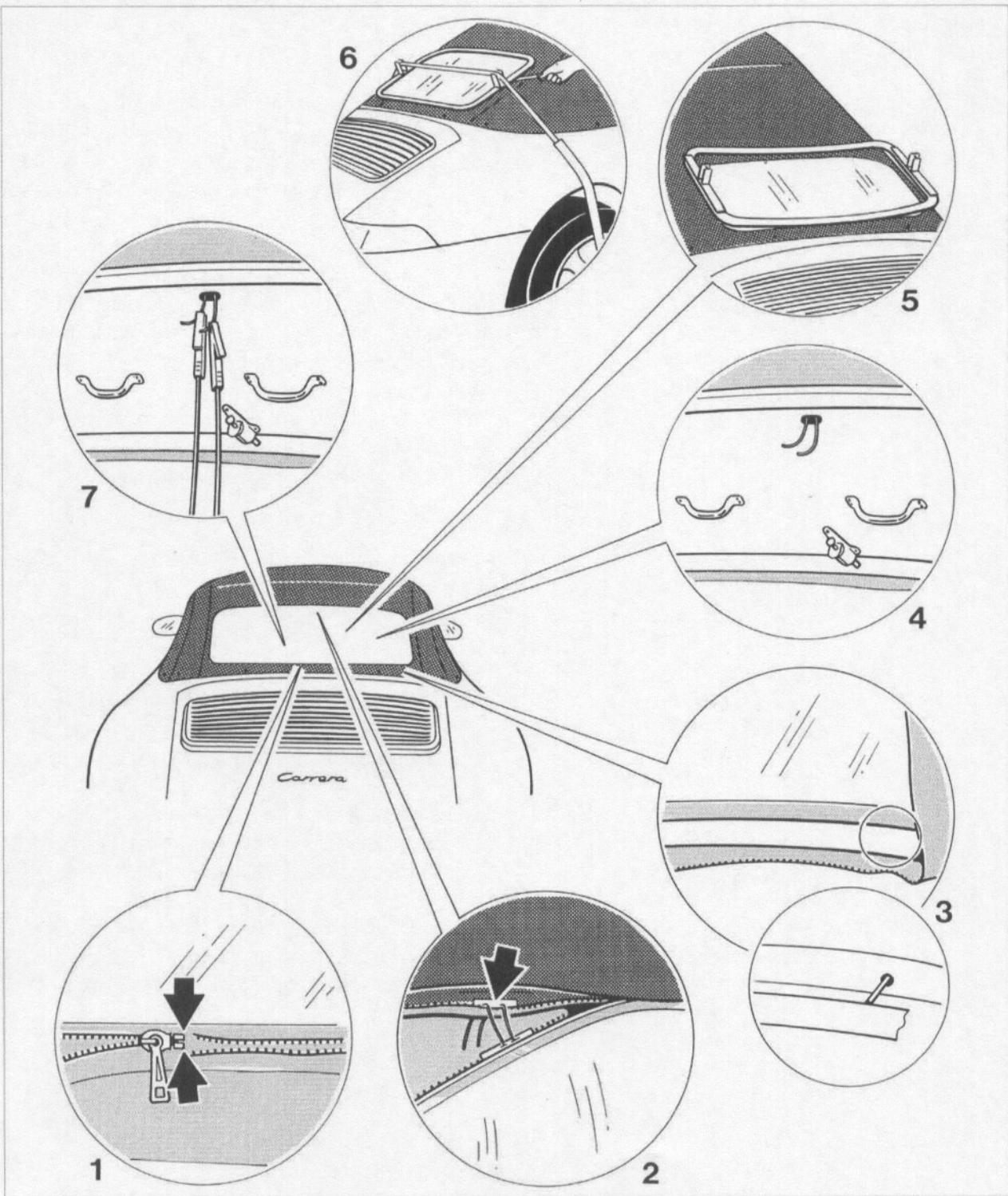


1895-64

Removing Rear Window of Cabriolet

No.	Operation	Instructions
1	Release tension on convertible top.	Open top slightly and insert spacer wedge. Spacing approx. 300 mm.
2	Open roof liner.	Undo zipper around roof liner.
3	Connect power cable and heat window.	Bend out the contact ends of the flexible copper wires. The wires must not be crossed! Connect power cable to copper wires and battery. Heat adhesive for 2 minutes at the most. Disconnect power cable.
4	Loosen rear window.	Work top covering away from rear window on all sides using a suitable tool., e.g a putty knife.
5	Remove rear window.	Open zip fastener in lower central part of window using a suitable tool, such as a screwdriver, and press rear window out of covering on all sides. Traces of adhesive on the covering need not be removed if they are evenly spread.

Installing Flexible Rear Window of Cabriolet.



1896-64

648519**Installing Rear Window of Cabriolet**

No.	Operation	Instructions
1	Insert rear window.	Insert a slide in the end of the zip fastener on the window. Position rear window in covering. Position the ends of the two halves of the zip fastener precisely over each other and close the zip fastener up to the wire connections.
2	Push wire connections through.	Push wire connections between the zip fastener strip and the fabric covering through the separate compartments in the teflon insert to the inside. Warning: Do not cross the wire connections. There is a risk of short circuits. Close the zip fastener and remove the slide.
3	Insert support rail.	Position the support rail for the inside plate with its pins in the holes in the tack strip.
4	Insert inside plate.	Push the inside plate in between the roof liner and the covering. Place the bottom edge of the inside plate on the support rail. Press the inside plate against the covering at the top and push it forwards behind the bow. Secure the inside plate against slipping using the stopper. Take the ends of the wires through the opening in the inside plate and pull them out gently.
5	Position outside pressure frame.	Place the pressure frame on the outside of the covering, centering it on the rear window cutout.

No.	Operation	Instructions
6	Fasten pressure frame.	<p>Install the belt across the pressure frame. Connect the hooks on the end of the belt to the left and right wheel rims ahead of the axle. Push the protective sleeve over the belt to protect the bodywork. Tighten the belt using the tensioner. The outside pressure frame must be positioned evenly on the fabric covering and press the covering evenly onto the rear window.</p> <p>Check the pressure all around the rear window using a 0.5 mm feeler gauge.</p> <p>Warning: If the pressure frame does not make contact all around the window, the window may melt and tear when the copper wire is heated.</p>
7	Connect power cable.	<p>Connect the power cable to the flexible copper wires.</p> <p>Warning: Do not cross the ends of the copper wires. Otherwise, there may be a short circuit, causing burn marks on the covering. Set the timer switch to 2 minutes 45 seconds. When this time has elapsed, disconnect the power cable and allow the adhesive to cool for 20 minutes. The special tools must stay in position while the adhesive cools.</p> <p>Loosen the belt and remove the special tools. Cut the ends of the copper wires back to a length of about 20 mm and push them in between the zip fastener strip and the fabric of the covering.</p> <p>Note: If the tension on the outside pressure frame becomes slack, you can bend it as required by hand.</p>

Draft Stop**6847****Draft Stop, Extra Equipment M 551**

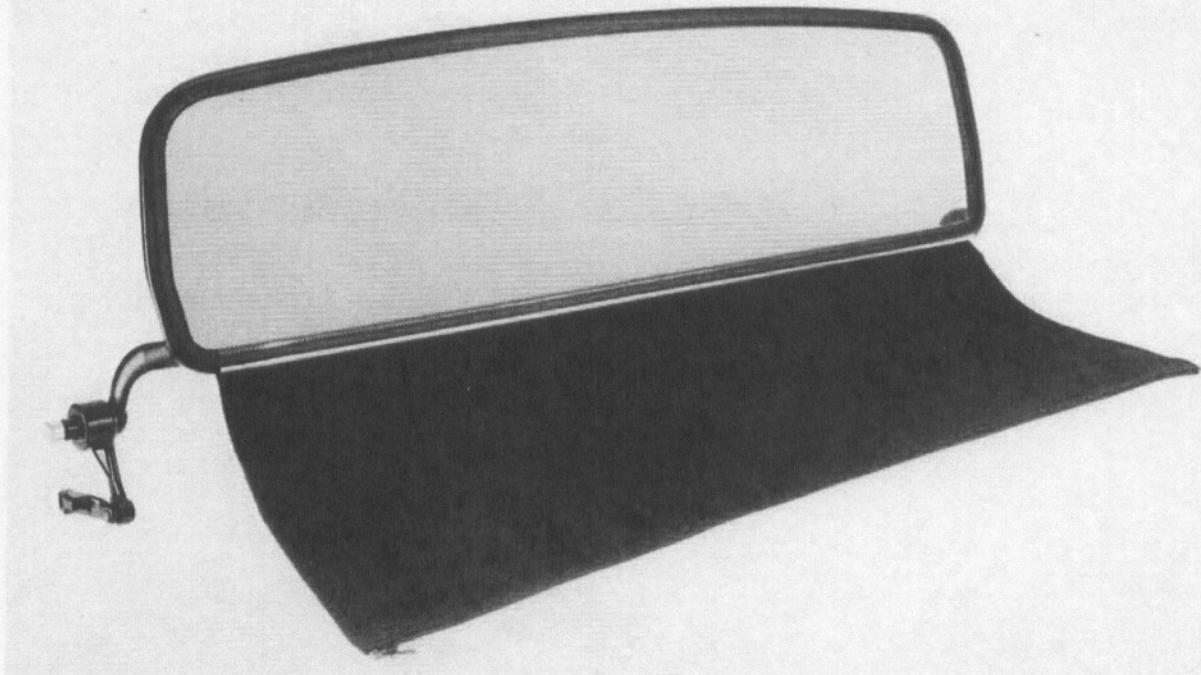
When the top is opened, the draft stop is raised behind the front seats and a cloth cover is positioned across the rear of the passenger compartment. This prevents turbulence and keeps luggage in the rear clean and conceals it from view.

The draft stop can also be folded back to a horizontal position using a manual lock mechanism.

If the rear seats are needed when the convertible top is open, the draft stop can easily be removed and stored in a protective case in the luggage compartment.

The draft stop is raised automatically when the top is opened and lowered automatically when it is closed. With the top closed, the draft stop is folded against the roof liner. In this position, headroom is the same as in the Coupé and the rear seats are freely accessible.

The draft stop has a frame of aluminium sections covered by netting. The draft stop fabric is inserted into the lower frame and connected to the roof liner by a zip fastener.

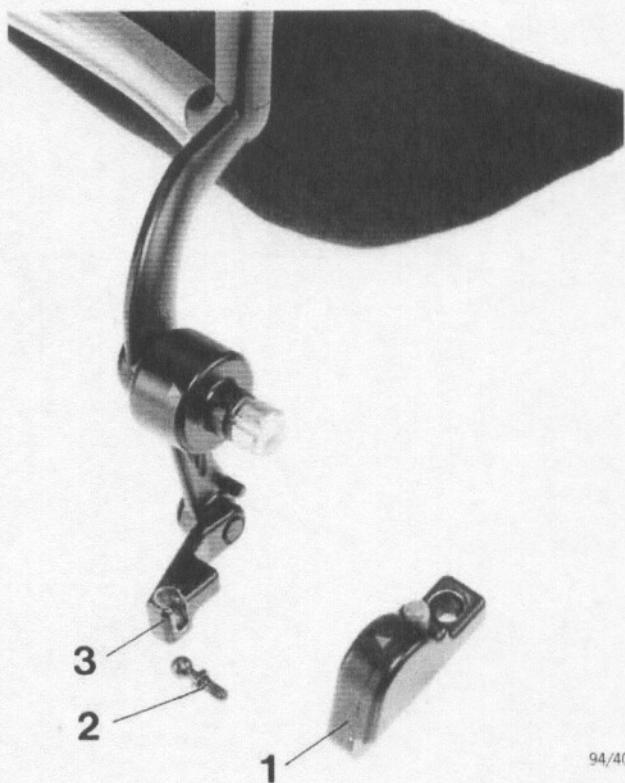


94/41

- 1 - Support block with lock
- 2 - Ball
- 3 - Drag lever

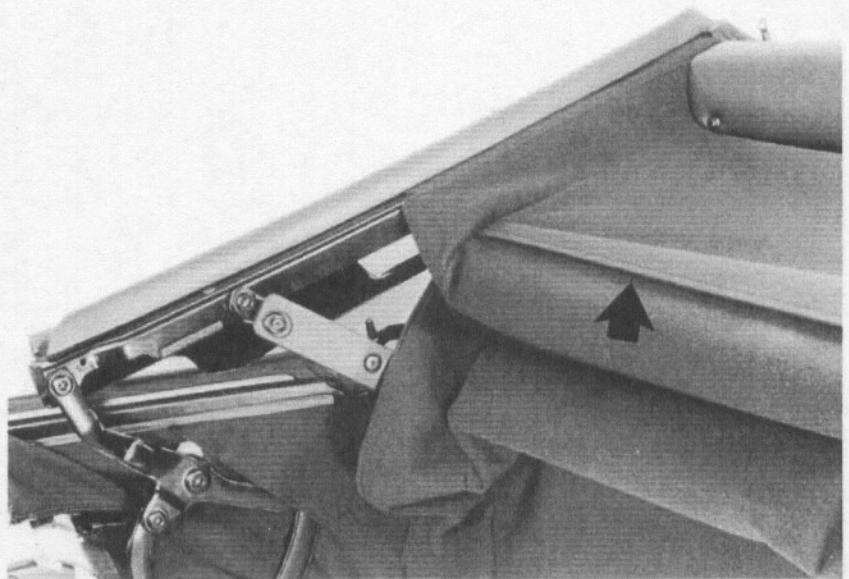
The support block (1) with lock is bolted to the left roof frame.

The ball (2) is screwed into the link of the top frame assembly and fits into the socket in the drag lever (3).



94/40

On all vehicles, one side of a zip fastener (arrow) is sewn to the roof liner for the connection of the zip fastener side on the draft stop fabric.

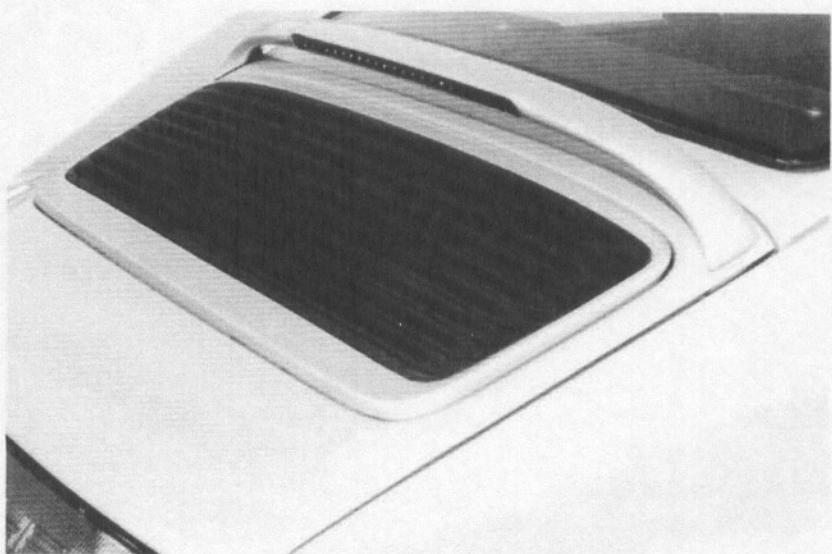


94/33

Additional Brake Light**6640**

The additional brake light which is required by law in some countries is mounted on a bar which is installed on the engine compartment lid. The bar is color-matched to the body-work.

The design of the additional brake light is the same for Coupés and Cabriolets.



94/22

Operation of Convertible Top

The power top is equipped with a control unit and operated using a rocker switch.

When the switch is pushed towards „On“, the convertible top is moved from its front, closed position to its rear, open position. The mode of operation is as follows. The two locking motors in the roof frame move from the locked to the unlocked position, releasing the mechanical connection between the windshield frame and the roof frame. When this stage has been completed, the control unit switches from the locking motors to the top operation motors at the rear of the vehicle. These motors then fold the convertible top back using various mechanical components. When the top has reached the rear (open) position, the rear limit switch is disconnected from ground, the control system stops the top operation motors and the indicator lamp which is lit from the start of the unlocking operation goes out.

When the rocker switch is pushed towards „Close“, the top operation motors are controlled to close the top, the indicator lamp lights up and the top is unfolded to the closed position. When the roof frame reaches the windshield frame, the two limit switches are connected to ground, indicating that the two locking motors are in the correct position in relation to the guide rails in the windshield frame. The control unit then switches from the top operation motors to the locking motors. The locking motors turn, establishing a mechanical connection between the roof frame and the windshield frame. When the two locking motors have reached the locked position, the power supply to the locking motors is cut off and the indicator lamp goes out again.

It is not possible to operate the power top unless the ignition key is in position 2 (with the engine on or off) and the parking brake is on.

It is possible to interrupt an opening or closing operation at any time by simply releasing the rocker switch and to move the top in the other direction at any time by operating the switch. The control unit verifies whether the switch plates are contacted within 0.3 sec. after the locking motors are released for operation. If this is not the case, the unlocking operation is interrupted and the switch must be operated again in order to open the roof. The locking operation is not affected by this verification function. During top opening and closing, the control system verifies whether the two locking motors have reached their final position before the end of the operation is indicated or the top operation motors are released for operation, as the case may be.

Verification (switch plate position), control and short circuit braking functions are implemented separately for the two locking motors. To prevent overload on the motors, the running time is limited to 2 sec. for the locking motors and 30 sec. for the top operation motors. If either of these running times is exceeded, the operation in progress is interrupted. The switch must then be pressed again to continue operation. The indicator lamp is lit if the convertible top is not in the open or closed position. The current position of the convertible top remains stored via terminal 30 even after the ignition key has been removed. When the ignition key is inserted and turned to the radio position, the position of the convertible top is signalled again. When terminal 15 is switched on, the indicator lamp is lit for about 5 sec. as a check. If a mechanical fault prevents the locking motors from reaching the correct position in relation to the windshield frame during closing of the top, a limit switch interrupts the „Close“ control line before the rear transmission elements reach their slack point.

Setting of Limit Switches (Microswitches)

The two limit switches in the front roof frame initiate the locking operation in the control unit. They must therefore reach their switching position when the two locking motors are correctly positioned for their cranks to grip the guide rails in the windshield frame.

The „top open“ limit switch on the transmission on the right inside rear wall must be operated when the top reaches the rear (open) position. The control unit then receives a ground pulse from the limit switch and stops the opening operation. The switching point of the „top open“ limit switch can be set using the adjustment screw on the transmission link.

The „slack point“ limit switch is installed on the top of the same transmission. Under normal conditions, this switch should never be operated. The sole function of this switch is to interrupt the „Close“ control line if the convertible top does not reach the correct position at the front.

The switch points of the limit switches must be checked using an appropriate instrument such as a continuity tester.

Special Features of the Control System

If the operation of the convertible top is interrupted at a point where the locking motors are in the unlocked position and the two limit switches have been operated, operation can be continued only in the „closing“ direction.

If operation is interrupted at this point in the event of a malfunction, i.e. as a result of the operation of the „slack point“ limit switch, electric operation of the convertible top will not be possible until the limit switch has released the „closing“ control line for operation again.

If the „top open“ limit switch is operated during the opening of the top, for example during adjustment work, it will not be possible to open the top further even after the limit switch has been opened. If it is necessary to open the top under these conditions, the switch must first be pressed towards „Close“ for a short time.

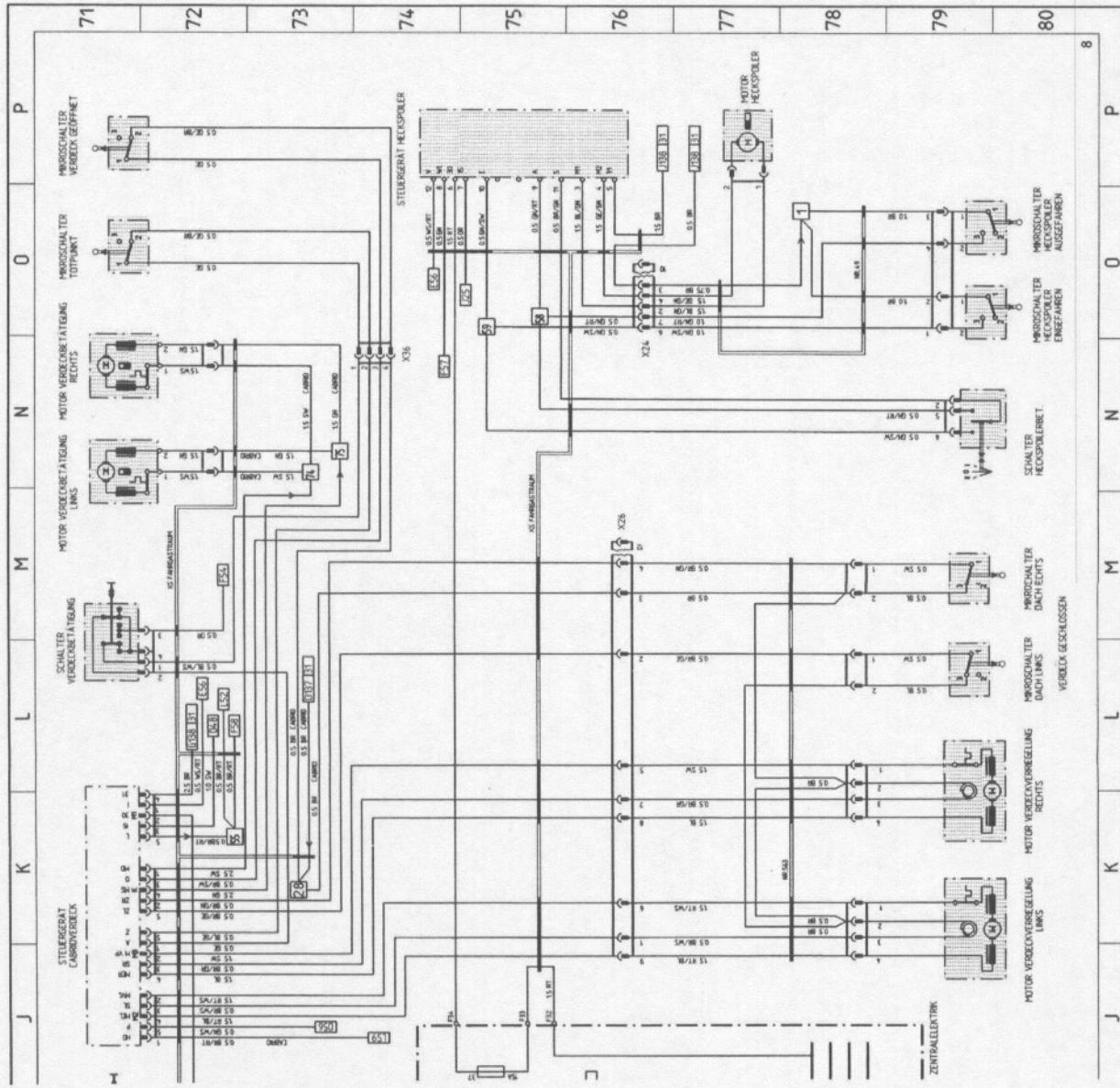
If the indicator lamp does not go out when the top has been closed, you should check whether the height of the locking motors is correctly adjusted and they are in the correct position for full locking.

If the top moves very slowly (operating times between 20 and 30 sec.), check the current drain of the control unit.

If the current is continuously above 20 A, there may be mechanical problems with the top.

Operation of Convertible Top

911 Carrera Cabriolet



Vehicle Ident. No. Ranges**Structure of Vehicle Ident. No.**

911 Carrera Cabriolet RoW WPO ZZZ 99 Z R S 3 30001 - 39000

911 Carrera Cabriolet USA/CDN WPO CA2 99 © S S 3 40001 - 49000

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