

Technical Bulletin

Model
6 Cyl.

Group
5

Subject
Repairing Paint Damage around
Front and Rear Windows

Part Identifier
5106

Number
9501

ATTENTION: Service Manager / Service Technician

Models Affected: *911 Carrera 1995 Model Year*

Concern: Repairing paint/corrosion damage in the areas of the front or rear window cowls. When repairs are made in the above mentioned areas, the gap between the glass edge and the car body should be sealed with Bostic 6050.

General Information: **The following repair information contains 2 repair procedures:**

- 1 - Repairing Paint damage only.
- 2 - Repairing Paint and Corrosion damage.

Select the appropriate repair procedure based on the damages found on the vehicle.

Repair Procedure 1: **Vehicles With Paint Damage only**

- 1.1 Remove rubber trim from the front windshield and/or rear window. If the rubber trim is to be reused, remove carefully to avoid tearing.
- 1.2 Remove damaged paint/material down to the metal.
- 1.3 Repair the paint damage according to the "Paint Manual" (WKD 482 620) using primer, filler, paint, etc.
- 1.4 After the paint has thoroughly cured, clean and dry the space between the window and the body cowl.
- 1.5 Place masking tape around the entire window and body opening, (see Figure 1) ensuring the gap between the windshield and body remains open. The tape must cover the opening (channel) for the rubber trim on the window and the body must be covered where the rubber trim makes contact.
- 1.6 Fill the gap between the window and body with "Bostic 6050", part number - 999 915 299 40 (one cartridge is enough for one window).

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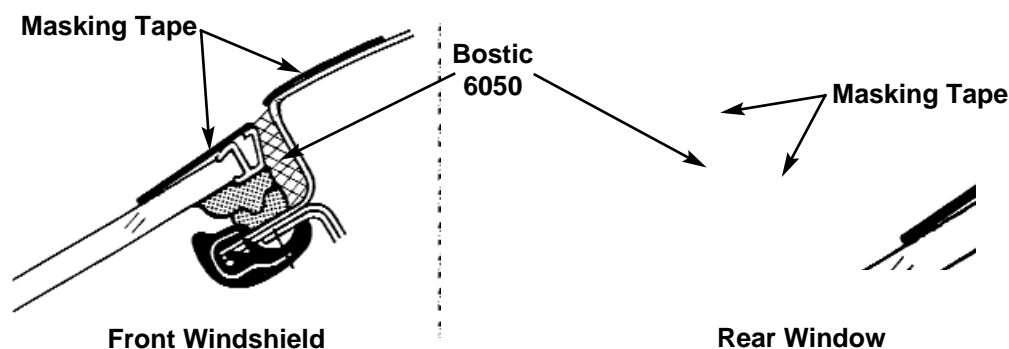


Figure 1

Manual cartridge gun can be used for application

- 1.7 Remove any excess Bostic 6050 with a putty knife or a piece of cardboard.
- 1.8 Carefully remove masking tape from window and body.
- 1.9 Install the rubber trim around the window/s.
- 2.0 Whenever only one window cowl is being repaired (front or rear), the other (front or rear) cowl should be checked for paint/corrosion damage. This means that the other window trim has to be removed and the area underneath inspected and if necessary, also repaired. If no damage is found, the gap between the window and body should at least be filled with "Bostic 6050" sealer and the window trim reinstalled.

Repair Procedure 2:

Repairing Paint / Corrosion Damage

- 2.1 Remove the rubber trim around the front windshield and/or rear window. If the rubber trim is to be reused, remove carefully to avoid tearing.
- 2.2 Remove damaged paint/corrosion down to the metal. If the area of corrosion is not accessible with the window/s installed then the window/s must be removed. **The front or rear window can be reused if it is not damaged.** (see workshop manual volume 5 for removal and installation instructions).



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- 2.3 Should window removal become necessary, use a vibrating windshield knife to cut through the bonding material. This must be done carefully because **if the channel for the rubber trim is damaged the windshield must be replaced.** (see Figure 2). Once the window has been removed, carefully remove as much of the old bonding as possible from the window without damaging the gluing profile. Remove the old bonding from the window frame.

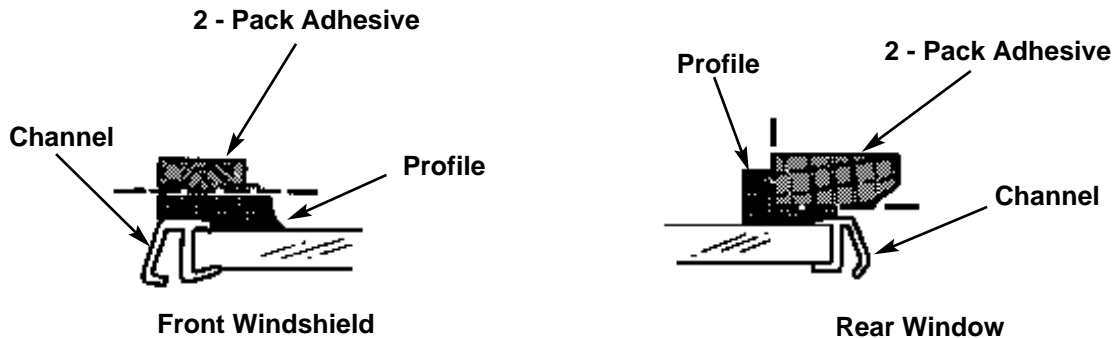


Figure 2

- 2.4 Repair paint and corrosion damage according to the "Paint Manual" (primer, filler, paint, etc.).

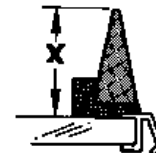
- 2.5 **IMPORTANT**:- When installing the front or rear windows, the height of the trapezoidal bead of bonding agent (2-pack adhesive) is: **18mm for the rear window** and **16mm for the front windshield** (see Figure 3).

Dimension X
Equals 16mm



Front Windshield

Dimension X
Equals 18mm



Rear Window

Figure 3



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2.6 Reinstall the window if undamaged. (see workshop manual).

IMPORTANT: Before continuing, the window bonding agent must cure for a minimum of 1 hour. Only after this time can other operations be performed.

2.7 Follow steps 1.4 to 1.7 in procedure 1.

2.8 Whenever only one window cowl is being repaired (front or rear), the other (front or rear) cowl should be checked for paint/corrosion damage. This means that the other window trim has to be removed and the area underneath inspected and if necessary, also repaired. If no damage is found, the gap between the window and body should at least be filled with "Bostic 6050" sealer and the window trim reinstalled.

General Information:

When replacing the rear window in cars built before July 1994, a new rubber trim part number - 993 545 225 02 must be used. **If the rear window is not** being replaced then the rubber trim, part number 993 545 925 00 is to be used.

Cars built from July 1994, use the rubber trim, part number - 993 545 225 02.

This new rubber (02) trim has a different smaller fastening profile than the former version (00) rubber trim. Installation of the new rubber trim with smaller fastening profile is possible because the channel applied to the new windshield has not been spread apart.

For these reasons, the new rubber trim with smaller fastening profile cannot be installed on a windshield that has had the former version rubber trim installed due to spreading of the windshield channel.

The part number of the rubber trim for the **front windshield** of all 1995 911 Carrera is part number - 993 541 225 01.



Rubber trim profile up to June 1994 for front and rear windows



Rubber trim profile as of July 1994 for the rear window

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January 17, 1995