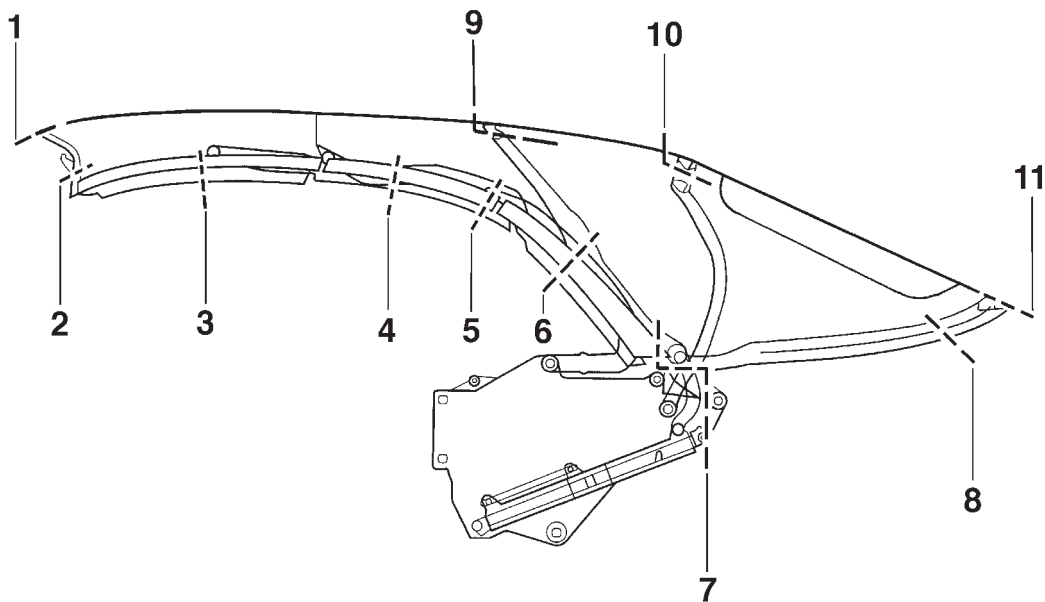


911 (1996) Cabriolet Body Equipment

Overview of Sectional Views



Sectional View 1	Windshield frameConvertible top, front/center	Page 35
Sectional View 2	Windshield frameConvertible top, front/side	Page 36
Sectional View 3	Convertible top, side/frontRoof frame 1	Page 36
Sectional View 4	Convertible top, side/centerRoof frame 2	Page 37
Sectional View 5	Convertible top, side/centerRoof frame 3	Page 37
Sectional View 6	Convertible top, side/centerB-post	Page 38
Sectional View 7	Convertible top support	Page 38
Sectional View 8	Convertible top, rear/sideTensioning bow	Page 39
Sectional View 9	Convertible top, top/centerMain bow	Page 39
Sectional View 10	Convertible top, top/centerCorner bow	Page 40
Sectional View 11	Convertible top, rear/centerTensioning bow	Page 40

The overview of sectional views shows the position of the sections shown in detail on the following pages.

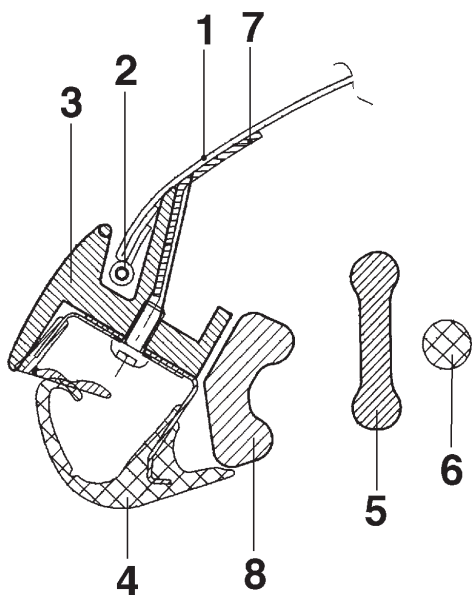
Sectional View 4

Roof Frame 2 - Convertible Top, Side/Center

A stitched-on tensioning strip with beading (2) forms the side edge of the convertible top cover (1). The spring-loaded cable pull which holds down the convertible top cover and ensures that it runs along the retaining channel of the sealing frame for roof frame 2 (3) runs through the beading.

The assembly comprising the seal for roof frame 2 (4) consists of two sheet-metal inserts with molded-on shaped rubber parts and is bolted to roof frame 2 with 4 oval head screws (3.5 x 8).

The wiring harness (6) runs along roof frame 3 (5). The fabric guide (7) attached to the sealing frame for roof frame 2 with 2 oval head screws (3.5 x 8) ensures that the side of the convertible top cover runs correctly along the retaining channel.



Roof Frame 2 - Convertible Top, Side/Center

- 1 - Convertible top cover
- 2 - Tensioning strip with beading
- 3 - Sealing frame, roof frame 2
- 4 - Seal, roof frame 2
- 5 - Roof frame 3
- 6 - Wiring harness
- 7 - Fabric guide
- 8 - Roof frame 2

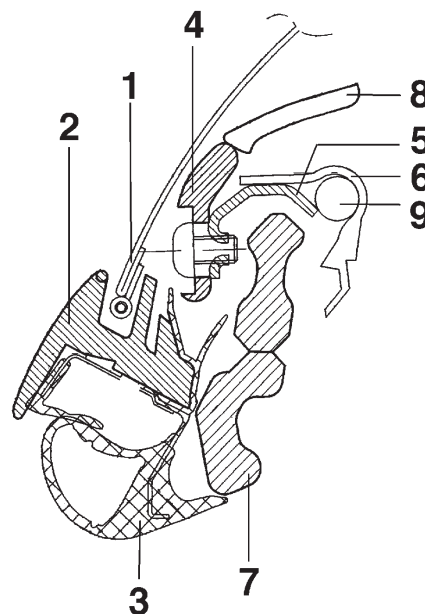
Sectional View 5

Roof Frame 3 - Convertible Top, Side/Center

The convertible top cover (1) runs along the retaining channel of the sealing frame for roof frame 2 (2). The assembly comprising the seal for roof frame 2 (3) consists of two sheet-metal inserts with molded-on shaped rubber parts and is bolted to roof frame 2 with 4 oval head screws (3.5 x 8).

Each bracket attachment (5) which is fitted with an insert (6) and rests against roof frame 2 (7) is bolted to roof frame 3 (4) with 2 flat-head screws.

The deflector (8) also ensures that the convertible top cover correctly runs along the retaining channel. The wiring harness (9) is laid along the insert of the bracket attachment.



Roof Frame 3 - Convertible Top, Side/Center

- 1 - Convertible top cover
- 2 - Sealing frame, roof frame 2
- 3 - Seal, roof frame 2
- 4 - Roof frame 3
- 5 - Bracket attachment
- 6 - Insert for bracket attachment
- 7 - Roof frame 2
- 8 - Deflector
- 9 - Wiring harness

911 (1996) Cabriolet Body Equipment

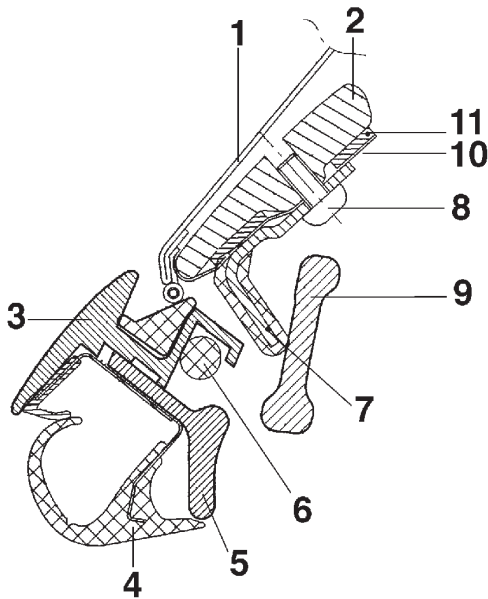
Sectional View 6

B-post - Convertible Top, Side/Center

The convertible top cover (1) lies against the main bow (2). The side edge with the stitched-on beading runs along the retaining channel of the sealing frame of roof frame 3 (3).

The assembly comprising the seal for roof frame 3 (4) consists of two sheet-metal inserts with molded-on shaped rubber parts and is bolted to roof frame 3 (4) with oval head screws. The wiring harness (6) is guided along the sealing frame for roof frame 3. The stop wedge (7) is attached to the main bow with oval head screws (5 x 8) (8) and rests against roof frame 2 (9). The fabric edge (10) stitched to the convertible top cover together with the beading is attached to a plastic reinforcing strip (11) on the inside of the main bow.

To assist folding of the convertible top, a spring-loaded retaining band runs along the main bow. The retaining band is divided into two pieces, each of which is stitched to the beading. A tension spring which is fixed to the fabric attachment screwed to the main bow is secured in the middle.



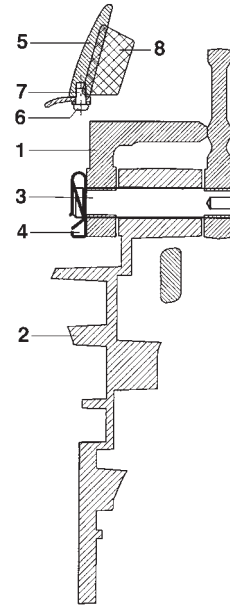
B-post - Convertible Top, Side/Center

- 1 - Convertible top cover
- 2 - Main bow
- 3 - Sealing frame, roof frame 3
- 4 - Seal, roof frame 3
- 5 - Roof frame 3
- 6 - Wiring harness
- 7 - Stop wedge, roof frame
- 8 - Oval head screw
- 9 - Roof frame 2
- 10 - Fabric edge
- 11 - Reinforcing strip

Sectional View 7

Convertible Top Support

Roof frame 2 (1) is designed as a forked joint and secured to the convertible top support (2) using the pin (3) with bush and the retainer (4). The seal for roof frame (bottom) (7) attached with two oval head screws (3.5 x 8) (6) forms the lower end of the sealing frame for roof frame 3 (5). The seal (8) is inserted in the retaining channel of the sealing frame for roof frame 3.



Convertible Top Support

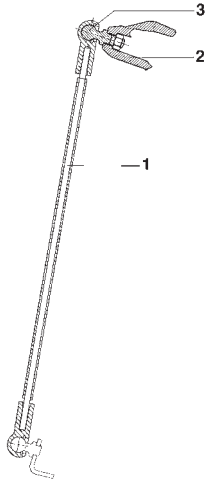
- 1 - Roof frame 2
- 2 - Convertible top support
- 3 - Pin
- 4 - Retainer
- 5 - Sealing frame, roof frame 3
- 6 - Oval head screw
- 7 - Seal, roof frame (bottom)
- 8 - Seal

Notes:

Sectional View 8

Tensioning Bow - Convertible Top, Rear/Side

The tensioning bow is spanned downwards with the tensioning cable (1). The ball socket (3) to which the tensioning cable is attached is bolted to the tensioning bow mount (2).



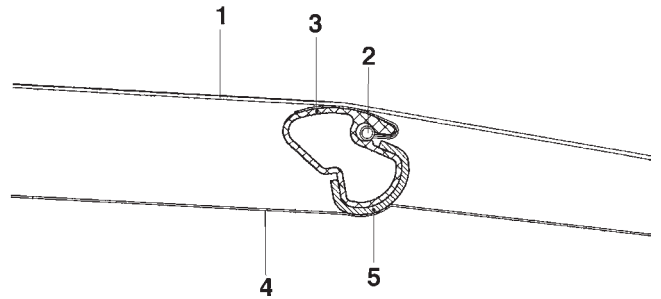
Tensioning Bow - Convertible Top, Rear/Side

- 1 - Tensioning cable
- 2 - Tensioning bow mount
- 3 - Ball socket

Sectional View 9

Main Bow - Convertible Top, Top/Center

A tensioning strip (2) in which the beading is stitched is attached to the convertible top cover (1) using adhesive. The tensioning strip with the beading is pulled into the groove in the main bow (3) thus forming the link. The inner rooflining (4) is attached to the main bow with the stitched-on retaining strip (5).



Main Bow - Convertible Top, Top/Center

- 1 - Convertible top cover
- 2 - Tensioning strip
- 3 - Main bow
- 4 - Inner rooflining
- 5 - Retaining strip

Notes:

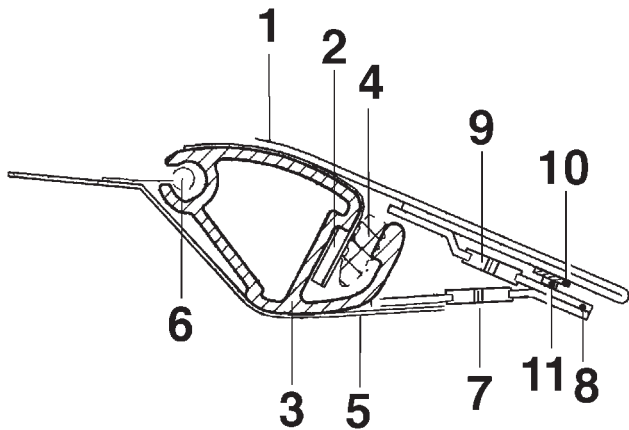
911 (1996) Cabriolet Body Equipment

Sectional View 10

Corner Bow - Convertible Top, Top/Center

The convertible top cover (1) is inserted into the groove of the corner bow (3) with the stitched-on plastic strip on the fabric edge (2) and secured with the beading (4). The inner rooflining (5) is pulled into the groove of the corner bow with the stitched-on beading (6) and attached to the rear window (8) by means of the zipper (7).

The rear window is inserted and positioned in the convertible top cutout with the zipper (9). The hot-melt adhesive (10) is used to attach and seal the rear window to the convertible top cover. A heating filament system (11) made of copper strands and covered with a strip of hot-melt adhesive is attached around the outer edge of the rear window. Adhesive is used to secure the two fabric strips of the zipper halves to the rear window and convertible top cover.



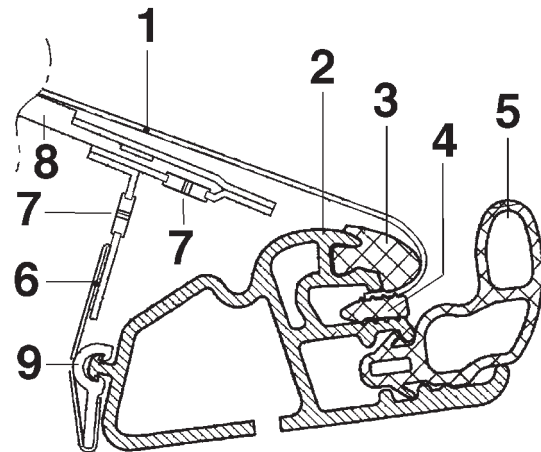
Corner Bow - Convertible Top, Top/Center

- 1 - Convertible top cover
- 2 - Fabric edge
- 3 - Corner bow
- 4 - Beading
- 5 - Inner rooflining
- 6 - Beading of inner rooflining
- 7 - Zipper, inner rooflining
- 8 - Rear window
- 9 - Zipper, rear window
- 10 - Hot-melt adhesive
- 11 - Heating filament system

Sectional View 11

Tensioning Bow - Convertible Top, Rear/Center

The edge at the rear end of the convertible top cover (1) is pulled over the auxiliary seal (3) inserted in the tensioning bow (2) and secured in the groove by the beading (4). The seal for tensioning bow (5) is inserted into the lower groove of the tensioning bow and forms a seal against the convertible top compartment lid. The inner rooflining (6) is connected to the rear window (8) by means of the zipper (7). A plastic strip (9) which is attached to the profile of the tensioning bow is stitched to the inner rooflining.



Tensioning Bow - Convertible Top, Rear/Center

- 1 - Convertible top cover
- 2 - Tensioning bow
- 3 - Auxiliary seal
- 4 - Beading
- 5 - Seal, tensioning bow
- 6 - Inner rooflining
- 7 - Zipper, inner rooflining
- 8 - Rear window
- 9 - Plastic strip

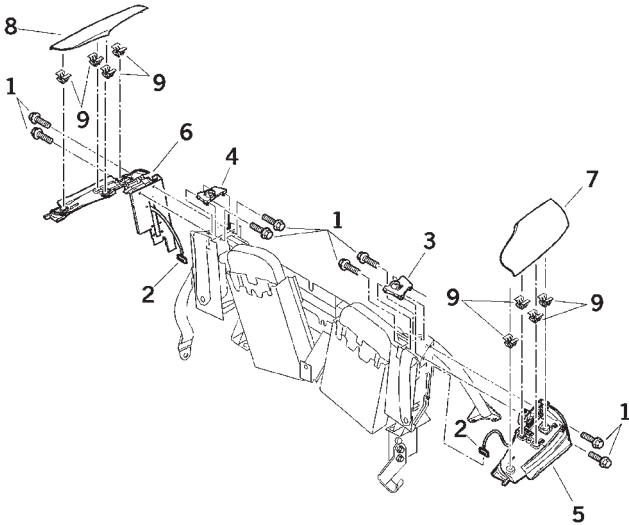
Notes:

Flap In Rear Side Trim

When the convertible top is folded back, openings left owing to the design of the convertible top (e.g. the cutouts for the convertible top linkage in the rear trim) are covered by the flap. This optimizes the overall appearance of the vehicle when the convertible top is stowed in its compartment. When the convertible top is closed, the flap in the rear side trim is hidden inside the rear trim.

The flap in the rear side trim is designed as a two-shell construction whereby the visible cover (7, 8) is the same color as the convertible top fabric. A rubber lip attached to the side of the lower part (5, 6) forms the optical, rearward continuation of the rear window channel seal.

When the flap is in its upper position, it engages in the neighboring trim elements in order to maintain a constant gap between the flap and the neighboring components. The screws are used to attach the flaps to the hardtop mounts (3, 4) which, in turn, are attached to the auxiliary rollover protection frame.



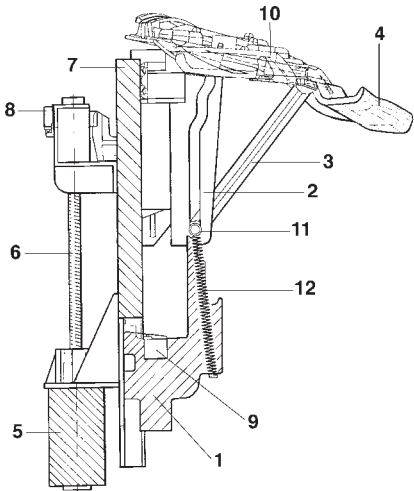
Flap In Rear Side Trim

- 1 - Screws
- 2 - Electric connector
- 3 - Hardtop mount, left
- 4 - Hardtop mount, right
- 5 - Flap in rear side trim, left
- 6 - Flap in rear side trim, right
- 7 - Cover, left
- 8 - Cover, right
- 9 - Clips

The flap in the rear side trim is controlled electronically by the convertible top control unit and is coupled with the convertible top kinematics. The flap is raised and folded down by means of the appropriate gate slots in the control plate (1) and slide (2). The inclination of the lower part (4) is controlled by the support according to its position.

The mechanism is driven by the motor (5) via the spindle (6) which moves the slides along the rail (7). Downward and upward motion is restricted by the microswitches (8, 9).

The hinge element (10) forms the connection between the slide and the lower part bolted to the hinge element. The return spring (12) attached to the pin (11) in the support and to the bottom of the control plate assists the movement of the flap when it is lowered.



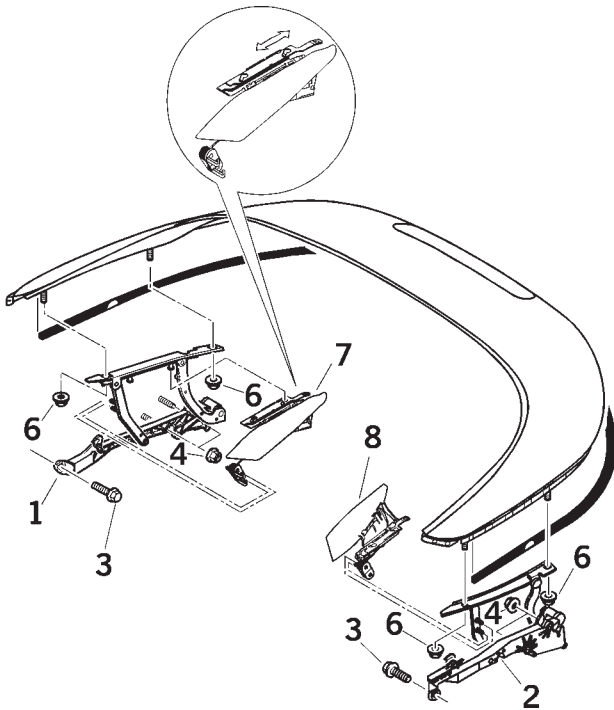
- 1 - Control plate
- 2 - Slide
- 3 - Support
- 4 - Lower part
- 5 - Motor
- 6 - Spindle
- 7 - Rail
- 8 - Microswitch, top
- 9 - Microswitch, bottom
- 10 - Hinge element
- 11 - Pin
- 12 - Return spring

911 (1996) Cabriolet Body Equipment

Secondary Flaps

The secondary flaps close the openings between the stowed convertible top, the convertible top compartment lid, and the flaps in the rear side trim. They comprise pivoting flaps, which form an optical continuation of the side rubber lips at the bottom part of the flap in the rear side trim, and plastic supporting parts, which are mechanically linked to the hinges of the convertible top compartment lid. A control arm on each of the four-link hinges of the convertible top compartment lid is used to control the secondary flaps.

The hinges (1, 2) are each attached to the body using two hex bolts (3) and nuts (4). The convertible top compartment lid (5) is mounted on the control arms of the hinges and each secured using two collar nuts (6). The secondary flaps (7, 8) are locked to the retaining bolts on the underside of the hinges using the slides.



Secondary Flaps

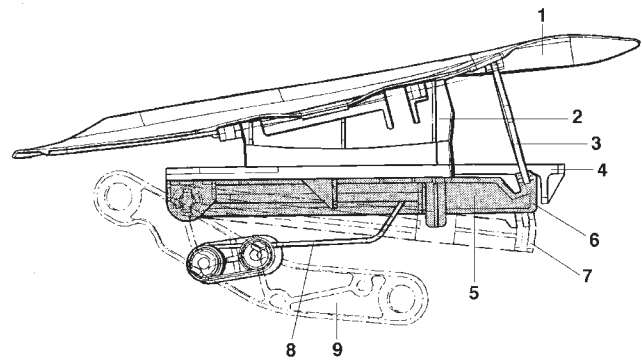
- 1 - Hinge, right
- 2 - Hinge, left
- 3 - Hex bolt
- 4 - Nut
- 5 - Convertible top compartment lid
- 6 - Nut
- 7 - Secondary flap, right
- 8 - Secondary flap, left

The secondary flap (1) is connected to the hinge by the mount (2) and is raised by the support (3). The mounting slide (4) locks the flap to the pin of the convertible top compartment lid. The lever (5) is carried on a moving bearing.

In position 1 (6) = "CTCL * closed", the secondary flap is raised.

In position 2 (7) = "CTCL open", the secondary flap is lowered.

The movement of the flap is effected by the spring (8) running along the sliding surface of the lever. The spring is attached to the front arm of the hinge (9).

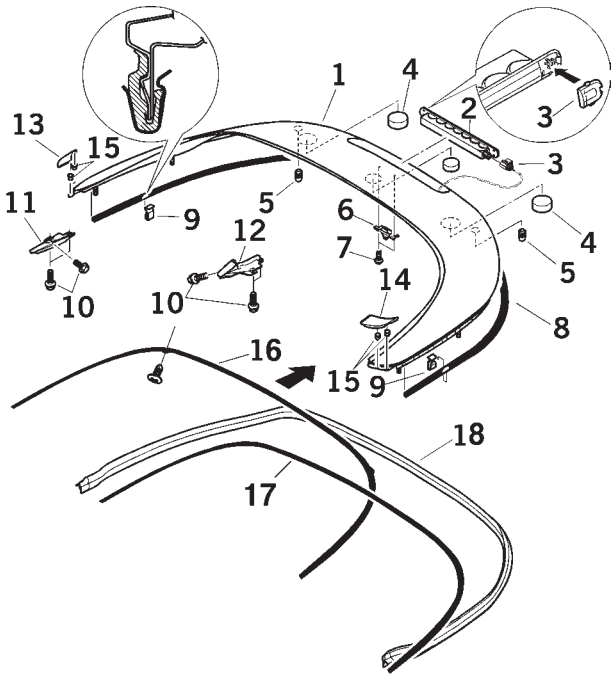


- 1 - Secondary flap
- 2 - Mount
- 3 - Support
- 4 - Mounting slide
- 5 - Lever
- 6 - Position 1
- 7 - Position 2
- 8 - Spring
- 9 - Hinge arm

Notes:

Convertible Top Compartment Lid, Add-on Parts

The supplementary brake light (2) which can be removed by unclipping the cover (3) and releasing the turn-lock fastener is located in the center of the rear edge of the convertible top compartment lid (1). The foam buffers (4) are attached to the underside using adhesive and rest against the surface of the convertible top when the convertible top is opened. This prevents the convertible top from moving when the vehicle is being driven. The adjustable rubber buffers (5) support the rear side edge of the compartment lid. The upper part of the lock (6) is attached with two screws (7). The edge protector (8) is pushed onto the edge of the convertible top compartment lid and secured using the clips (9). The brackets (11, 12) each secured with two hex bolts (10) are used for mounting the covers (13, 14).



Convertible Top Compartment Lid, Add-on Parts

- 1 - Convertible top compartment lid
- 2 - Supplementary brake light
- 3 - Cover
- 4 - Foam buffers
- 5 - Rubber buffers
- 6 - Upper part of lock
- 7 - Screws
- 8 - Edge protector
- 9 - Clips
- 10 - Hex screws
- 11 - Bracket, right
- 12 - Bracket, left
- 13 - Cover, right
- 14 - Cover, left
- 15 - Grommets
- 16 - Seal
- 17 - Sealing strip
- 18 - Seal

Notes:
