

WM 0300IN MAINTENANCE FOR CABRIOLET CONVERTIBLE TOP (911 CARR. CABRIO, 911 CARR. S CABRIO, 911 CARR. 4 CABRIO, 911 CARR. 4S CABRIO, 911 TURBO CABRIO) > INFORMATION ON LUBRICANTS USED FOR CONVERTIBLE TOP MAINTENANCE

Lubricant	Area of application	Source
Osixo Anti Squeak 557	<ul style="list-style-type: none"> • Spindle bearing on rear side trim panel • Convertible-top sealing lip 	
Krytox GPL	<ul style="list-style-type: none"> • Convertible-top thrust wedge • Latching hook on convertible-top compartment lid • Locking hook on convertible-top compartment lid • Locking pins on windstop 	
Castrol Optitemp LG 2	<ul style="list-style-type: none"> • Convertible-top compartment lid driver • Convertible-top compartment lid gate link 	



tinyurl.com/y2s2usuo

\$38.49



tinyurl.com/tah819x-1

\$21.74



tinyurl.com/yyvqh4dk

\$8.64

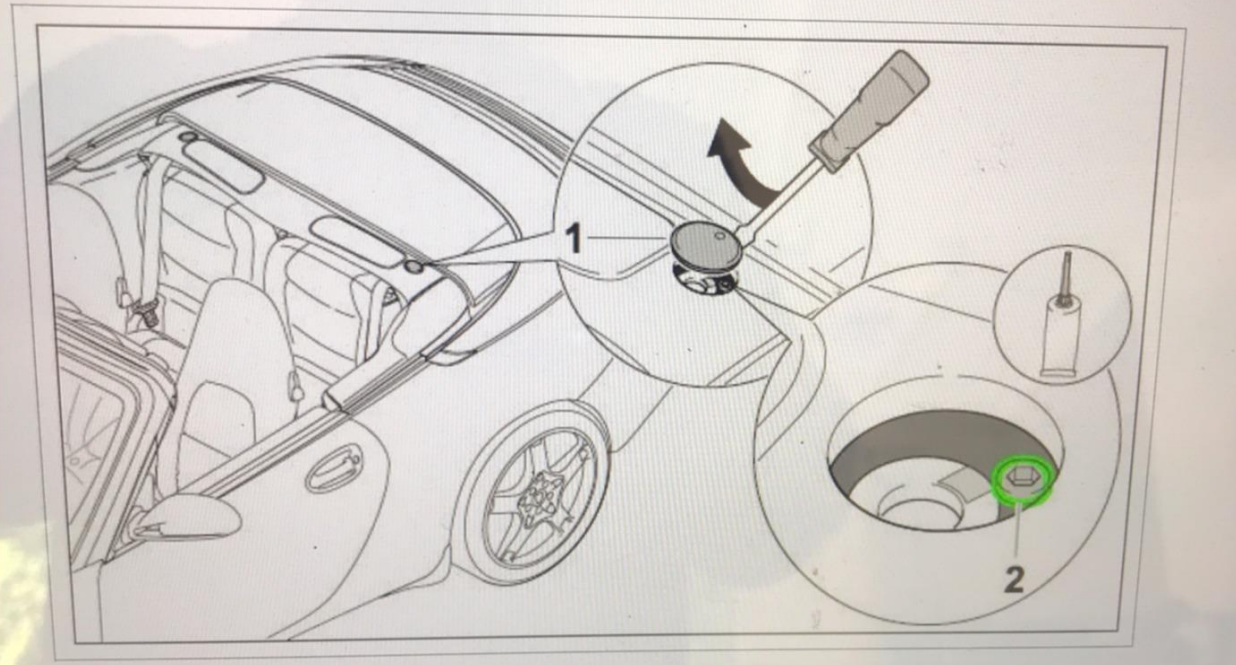
WM 0300IN MAINTENANCE FOR CABRIOLET CONVERTIBLE TOP (911 CARR. CABRIO, 911 CARR. S CABRIO, 911 CARR. 4 CABRIO, 911 CARR. 4S CABRIO, 911 TURBO CABRIO) > LUBRICATING Z-FLAP ON REAR SIDE TRIM PANEL

- Cabriolet convertible top open.

1. Press out cap **-1-** with a screwdriver.

Lubricate spindle bearing **-2-** with Osixo Anti Squeak 557.

Fig 1: Lubricating Z-Flap On Rear Side Trim Panel



To put the top in service position, start with the roof closed and hold the switch for the roof until the hard tonneau top raises and you can see down into the carpeted compartment where the top rests when folded.

There is a drain on each side, in a small depression near the rear quarter panel. In the center of each depression is a small (~1/4" diameter) opening in the carpet, which is the top of the drain tube. I was able to fit a small piece of Tygon tubing (like you would use to bleed brakes) snugly into the hole.

I put the other end of the tube in my mouth and blew some air, then took a swig of clean water and forced this down the tube and into the drain. This could also be done with a squirt bottle, but I'm not that fancy

The water will exit beneath the rear-most fender liner in the wheel well, and drip to the floor. Others have recommended removing this panel, as debris from the drains can accumulate and form a "cake", but my drains flowed well and I skipped this.

The front drains are easier. With the frunk lid open, remove the 3 panels with quarter turn fasteners that are in front of the cowl. You may only have to remove the center panel (over the battery), but I had mine off already for other reasons.

On either side of the battery, you will find an opening on the bottom surface about 3/4" in diameter. Unlike in the rear, these drain holes have a rubber flap at the top that acts as a primitive filter to keep debris out of the drain lines. If you stick your pinky in, you can feel this flap move aside. I was able to insert a larger tube (~1/2" OD) into the drain hole, push it past the flap, and proceed with blowing out and clearing the drains. I did not see the distal end of the drain tube, but I believe it exits beneath the trunk and is not obscured behind a panel, as the rear is.

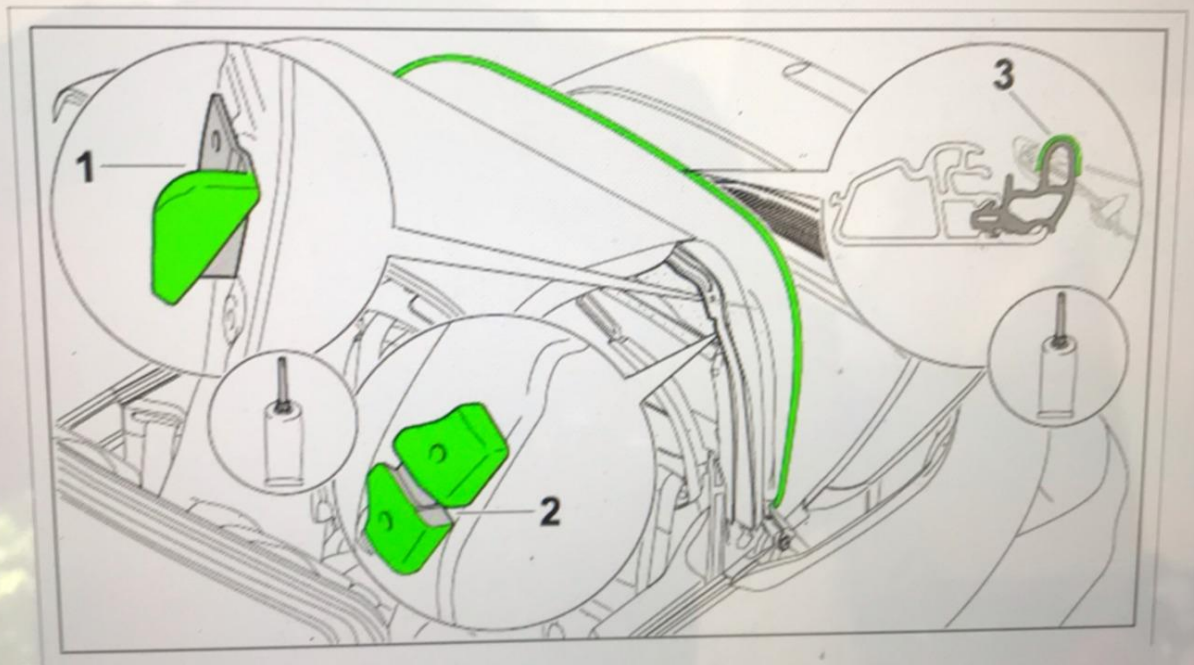
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- → 6101IN CONVERTIBLE TOP IN SERVICE POSITION

1. Lubricate thrust wedge -1- and roof frame fitting -2- on the left and right with Krytox GPL.

Lubricate sealing lip -3- on the tension bow seal by applying Osixo Anti Squeak 557 all the way round.

Fig 1: Lubricating Convertible Top



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• →, → REMOVING TRIM PANEL FOR HOOD COMPARTMENT

1. Lubricate latching hook **-1-** on hinge for convertible-top compartment lid at the left and right with Krytox GPL.

Lubricate gate link **-2-** on hinge for convertible-top compartment lid at the left and right with Castrol Optitemp LG 2.

Lubricate driver **-3-** on hinge for convertible-top compartment lid at the left and right with Castrol Optitemp LG 2.

Lubricate locking hook **-4-** with Krytox GPL.

Fig 1: Lubricating Convertible-Top Compartment Lid

