
FOREWORD

This is an Amendment to the Service Manual Supplement which contains new information on repair procedures for the 1992-93 Nissan 240SX Convertible. The Supplement covers Convertible matters only. If there are systems in common between the 240SX Coupe and the 240SX Convertible models, then the regular 240SX Service Manual is the best source of information. In order to assure your safety and the efficient functioning of the vehicle, refer to the applicable manual before and during the performance of any repair task.

Nissan reserves the right to make changes in specifications, design or methods at any time without prior notice.

IMPORTANT SAFETY NOTICE

The proper performance of service is essential to the safety of the technician and the efficient functioning of the vehicle. The service methods in this Service Manual Supplement are described in such a manner that the service may be performed safely and accurately. If you choose to use service procedures, tools or parts not specifically recommended by Nissan, you must first completely satisfy yourself that neither your safety nor the vehicle's safety will be jeopardized by the service methods selected.

NISSAN 240SX CONVERTIBLE SERVICE MANUAL SUPPLEMENT

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The 240SX Convertible is equipped with a transmission gear selector sensing switch (inhibitor switch). This switch senses what gear position the transmission gear selector is in. The inhibitor switch will permit operation of the convertible top only when the transmission gear selector is in the "P" (PARK) position. Before lowering or raising the top, using the TOP-DOWN/TOP-UP switch, the following conditions must be met.

WARNING: Releasing the convertible top clamp latches while the vehicle is in motion may cause injury to the driver or passengers and damage to the convertible top or vehicle may result.

- o The vehicle must be at a complete stop.
- o The transmission gear selector must be in the "P" position.
- o The engine should be started.
- o Ensure that all side and quarter windows are in the **DOWN** position.
- o The bypass valve must be closed (see Chapter 19).

THEORY OF OPERATION

For the complete procedure for lowering or raising the top refer Convertible Top Operation (see C-5).

Lowering the Top

The following functions occur when lowering the top using the "TOP DOWN" switch.

To lower the un-latched convertible top, press and hold the "TOP DOWN" switch on the instrument panel.

When the engine is started, the "TOP DOWN" switch is pressed and the transmission gear selector in "P" (PARK):

- o Power is directed from the inhibitor switch through the "TOP DOWN" switch, then to the "top down" relay coil portion of the top stack logic relay.
- o Power is directed from the folding top logic relay rear jumper harness connector, at the body harness connector, to the diode array which directs power to the quarter window down relays thus operating both quarter window regulator motors downward.

Lowering the Top (cont'd)

NOTE: The top stack logic relay consists of two independent relays that are used to control current direction to the hydraulic pump's electrical motor.

When the "top down" relay is energized, it makes electrical contact, supplying the hydraulic pump electrical circuit.

The hydraulic pump/motor is then activated and the top begins to lower.

Once the top has contacted the down stops, it will not lower any further. To make sure the top has lowered completely, look for no noticeable downward movement of the top stack. You should hear the sound of the hydraulic pump slowing down.

Raising the Top

To raise the convertible top, press and hold the "TOP-UP" switch on the instrument panel.

When the engine is started, the "TOP-UP" switch is pressed and the transmission gear selector is in "P" (PARK):

- o Power is directed from the inhibitor switch through the Top-Up switch, then to the "top up" relay coil portion of the topstack logic relay.
- o Power is directed from the folding top logic relay rear jumper harness connector, at the body harness connector, to the diode array which directs power to the quarter window down relays thus operating both quarter window regulator motors downward.

NOTE: The top stack logic relay consists of two independent relays that are used to control current direction to the hydraulic pump's electrical motor.

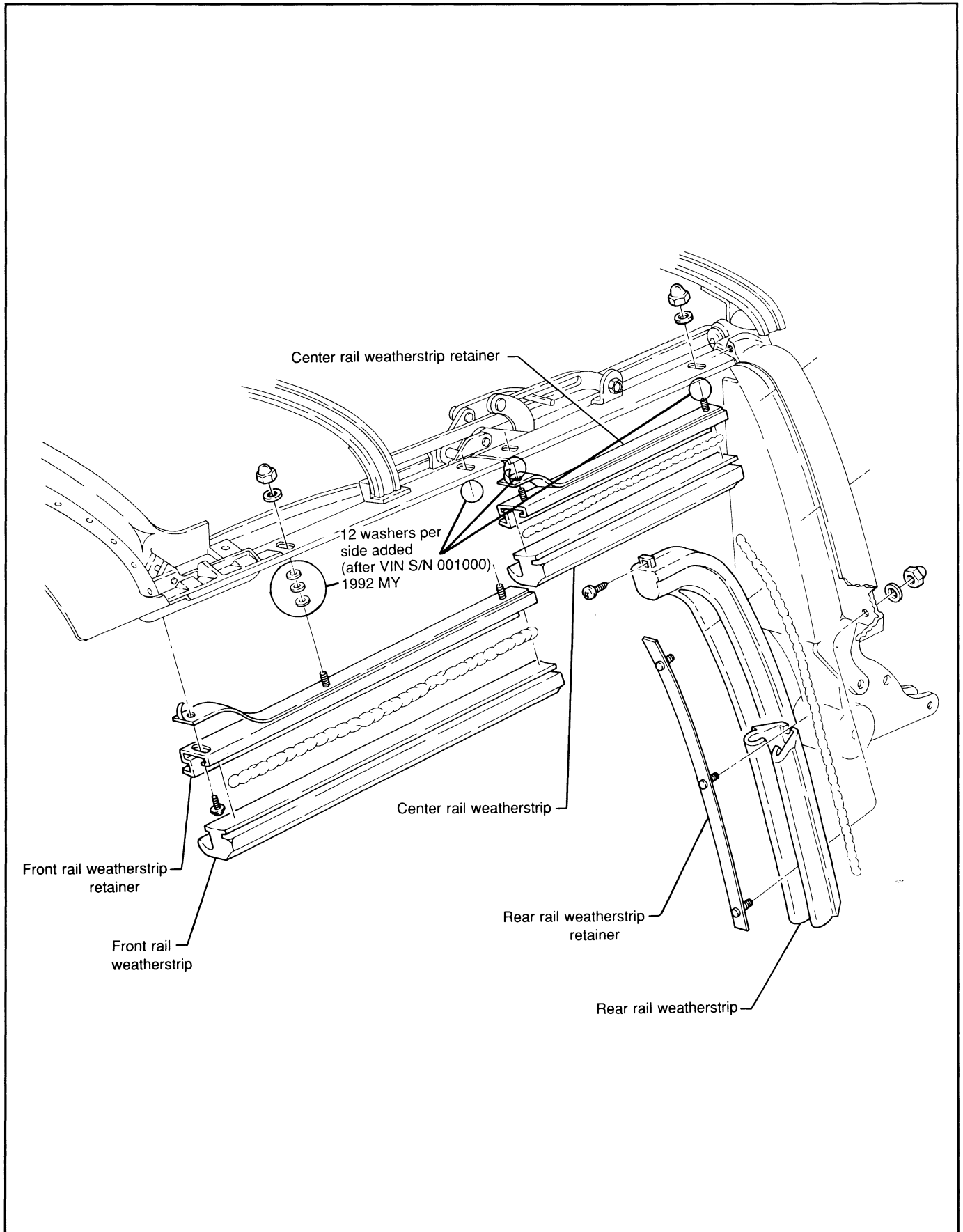
When the "top up" relay is energized, it makes electrical contact supplying the hydraulic pump electrical circuit.

The hydraulic pump/motor is then activated and the top begins to raise.

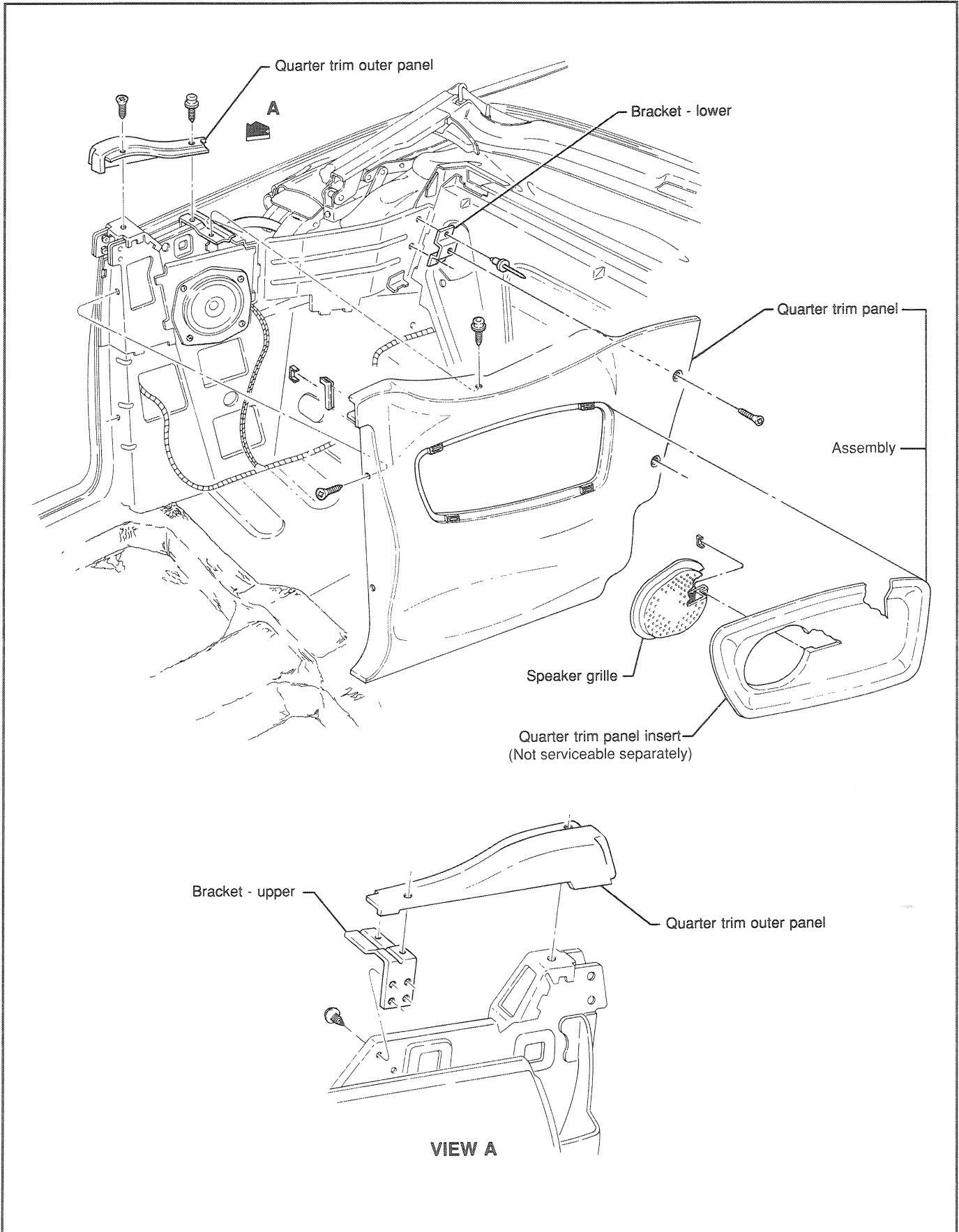
Once the top has completed its upward travel stopping near the windshield header, release the Top-Up switch.

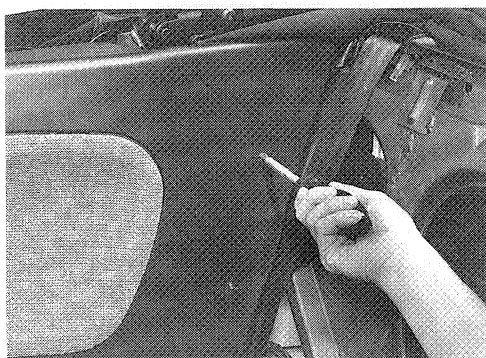
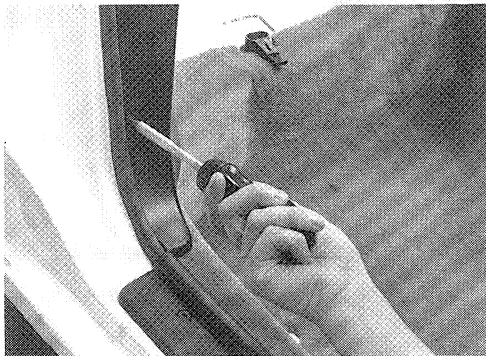
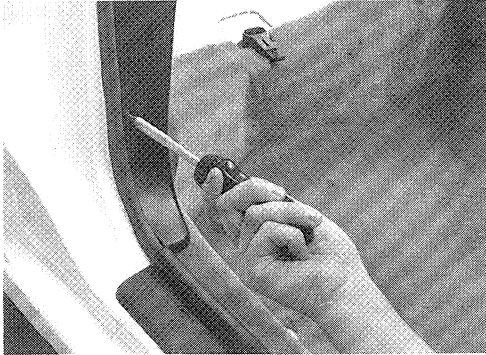
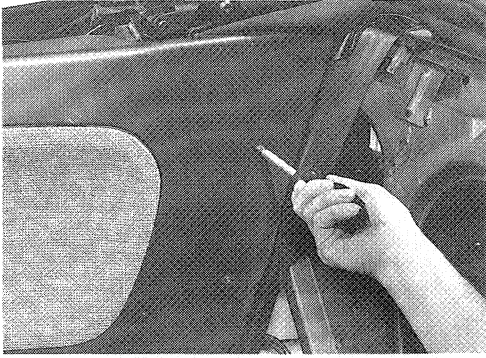
Secure the top to the windshield header.

WEATHERSTRIP AND RETAINER COMPONENTS



QUARTER TRIM PANEL COMPONENTS





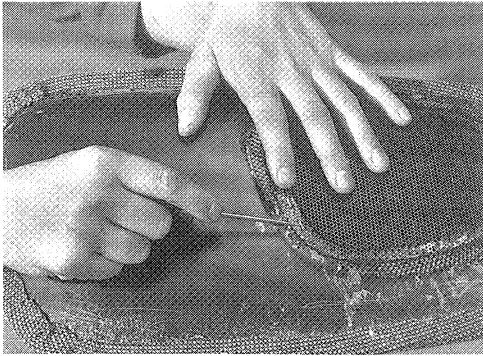
QUARTER TRIM PANEL

REMOVE

1. REMOVE REAR SEAT BACK (see 4-5).
2. REMOVE QUARTER TRIM PANEL.
 - (a) Remove two (2) screws at rear and one snap from top of quarter trim panel.
 - (b) Remove two (2) screws securing trim panel to "B" pillar, and panel from vehicle.

INSTALL

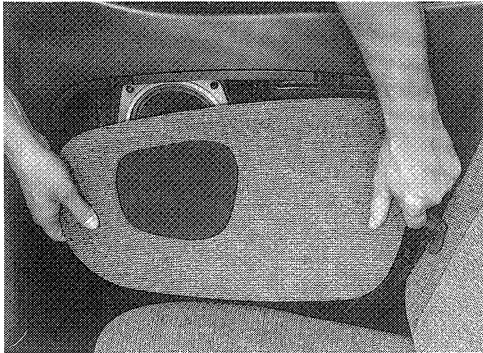
1. INSTALL QUARTER TRIM PANEL.
 - (a) Position quarter trim panel and secure panel to "B" pillar using two (2) screws.
 - (b) Secure rear of quarter trim panel to lower bracket using two (2) screws.
 - (c) Install snap securing top of quarter trim panel to upper bracket.
2. INSTALL REAR SEAT BACK AND CUSHION (see 4-5).



SPEAKER GRILLE ASSEMBLY

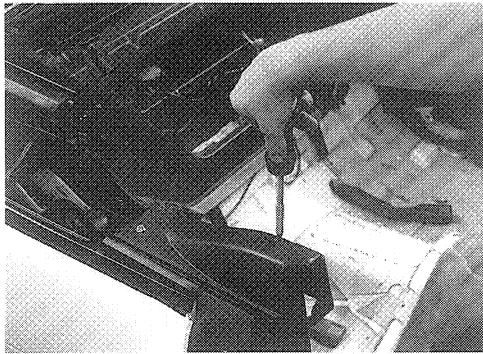
REMOVE

1. REMOVE QUARTER TRIM PANEL.
2. REMOVE SPEAKER GRILLE ASSEMBLY.
Remove staples and speaker grille from trim panel.



INSTALL

1. INSTALL SPEAKER GRILLE ASSEMBLY TO QUARTER TRIM PANEL INSERT.
Position speaker to trim panel insert and secure using ten (10) 1/4 x .31 in. divergent staples.
2. INSTALL QUARTER TRIM PANEL.



QUARTER TRIM OUTER PANEL

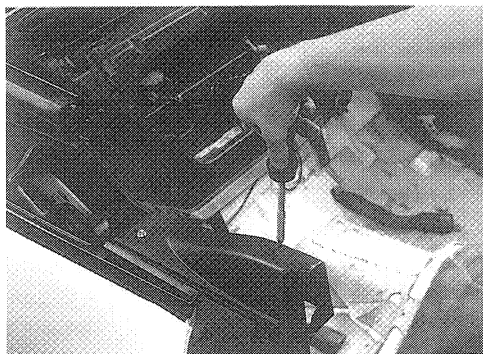
REMOVE

1. REMOVE QUARTER TRIM PANEL (see Quarter Trim Panel in this chapter).
2. REMOVE QUARTER TRIM OUTER PANEL.
Remove one screw and one snap and panel from upper bracket.

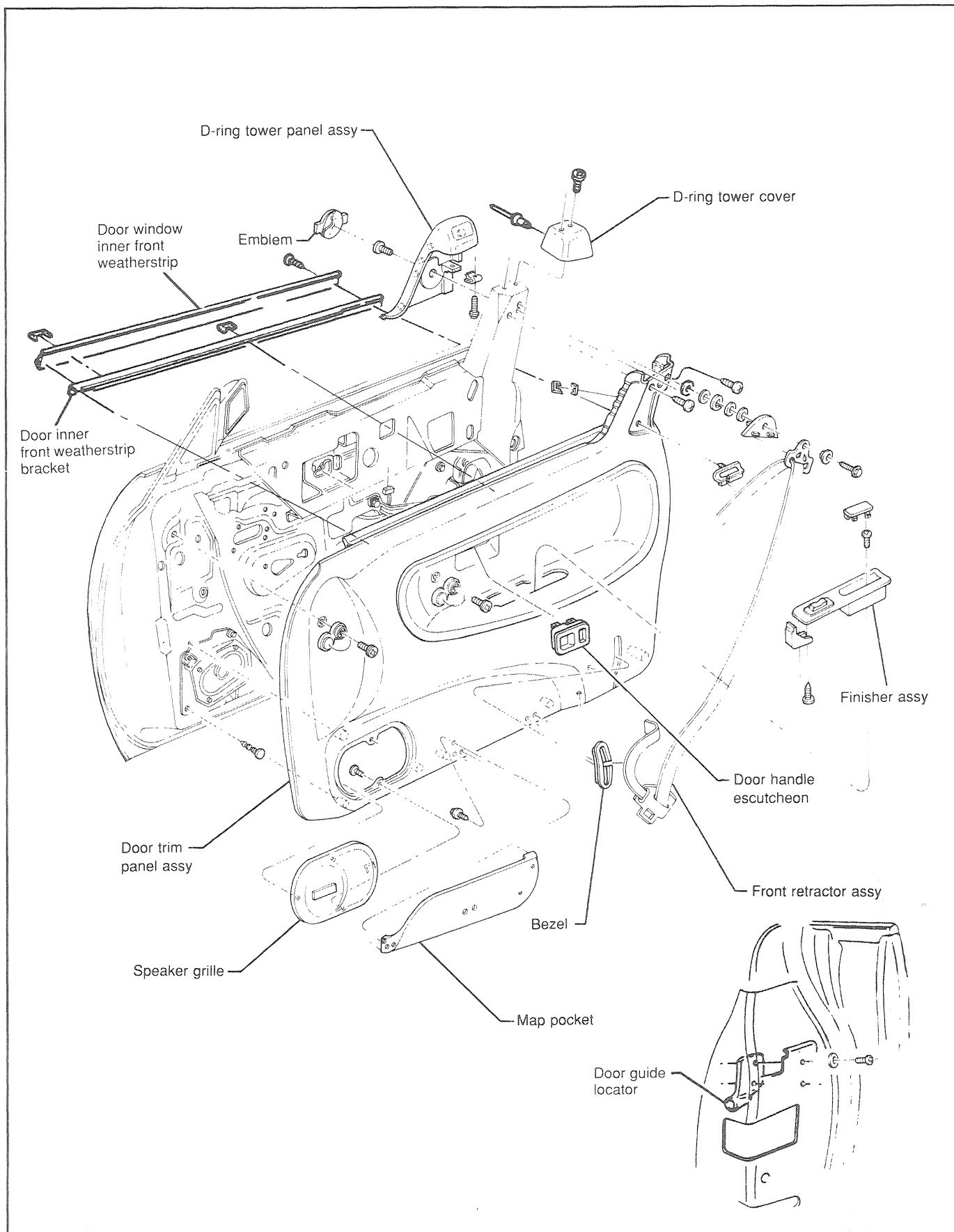
NOTE: To replace quarter window inner weatherstrip (see 3-19)

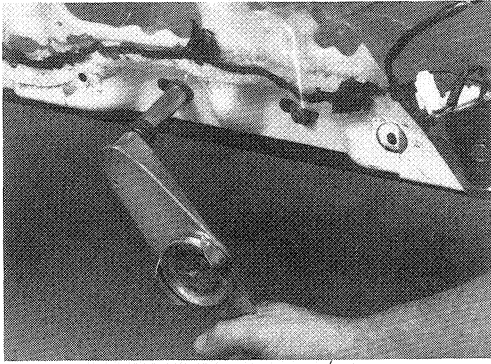
INSTALL

1. INSTALL QUARTER TRIM OUTER PANEL.
Position trim outer panel to upper bracket and secure using one screw and one snap.
2. INSTALL QUARTER TRIM PANEL (see Quarter Trim Panel in this chapter).



DOOR AND DOOR WINDOW COMPONENTS



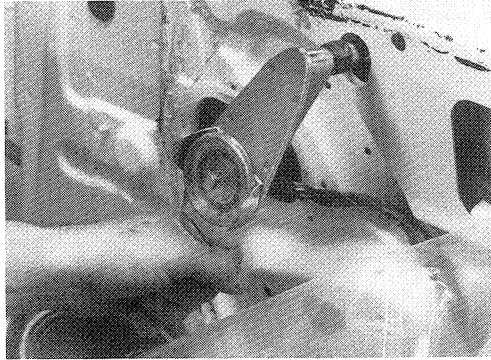


ADJUSTMENTS (cont'd)

3. TIGHTEN DOOR WINDOW ADJUSTMENT NUTS.

- (a) Regulator nuts.

Torque: 15 N·m (11 ft. lb.)



- (b) Glass stopper adjustment nuts.

Torque: 6 N·m (53 in. lb.)

4. INSTALL DOOR PANEL (see Door Panel in this chapter).



DOOR PANEL

REMOVE

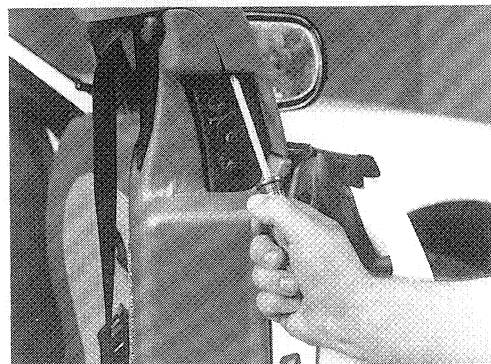
1. REMOVE D-RING TOWER PANEL ASSEMBLY.

- (a) Carefully pry emblem from D-ring tower panel and remove screw.

CAUTION: Do not damage panel or emblem. Emblem can be reused.

- (b) Remove screw attaching the weatherstrip bracket to the D-ring tower panel.

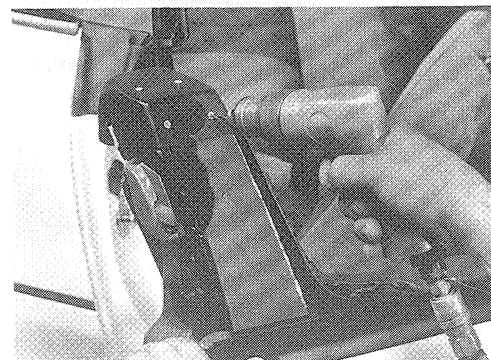
- (c) Pull D-ring tower panel from door trim panel by releasing velcro fasteners.

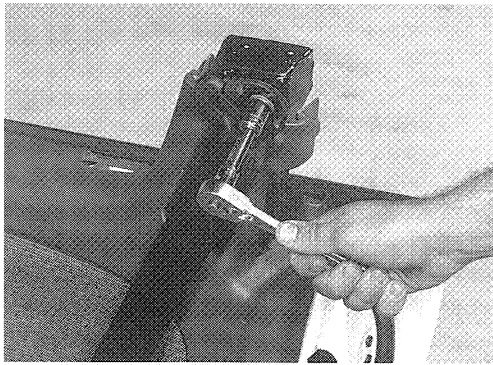


2. REMOVE D-RING COVER.

- (a) Using a 1/8 in. drill bit, remove two (2) rivets from door D-ring tower and cover.

- (b) Remove the two (2) screws.



**DOOR PANEL (cont'd)**

3. REMOVE FRONT RETRACTOR ASSEMBLY UPPER D-RING ANCHOR BOLT.

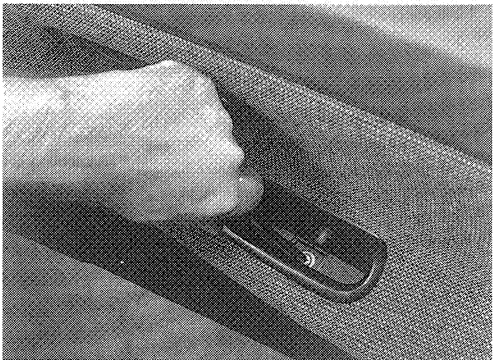
Remove anchor bolt. Note number and position of spacers and washers.

4. REMOVE THE TWO (2) SCREWS ATTACHING THE TOP OF THE DOOR PANEL TO THE DOOR.



5. REMOVE DOOR INSIDE HANDLE ESCUTCHEON.

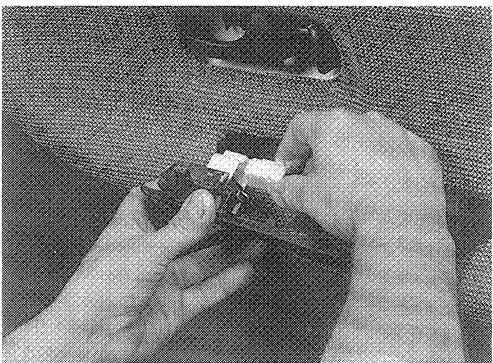
Using a suitable tool, pull outward on escutcheon to release four (4) retaining tabs.



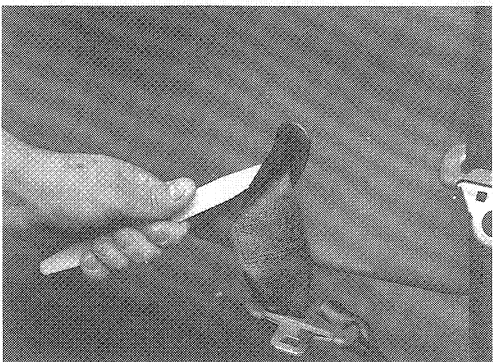
6. REMOVE DOOR PANEL INSERT ASSEMBLY.

(a) Remove pull handle cap and screw from bottom of insert assembly.

(b) Lift up and rearward on insert.



(c) Disconnect wire harness from insert switch assembly and remove insert from vehicle.

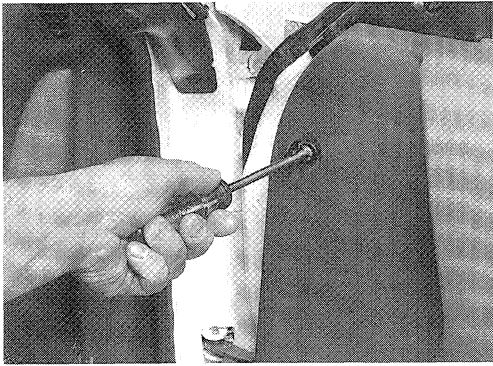


7. REMOVE SEAT BELT UPPER AND LOWER BEZEL.

(a) Starting at lower bezel slot, pull outward on bezel to remove from panel.

(b) Remove bezel from seat belt webbing.

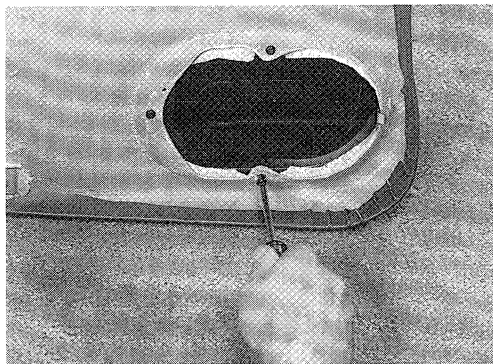
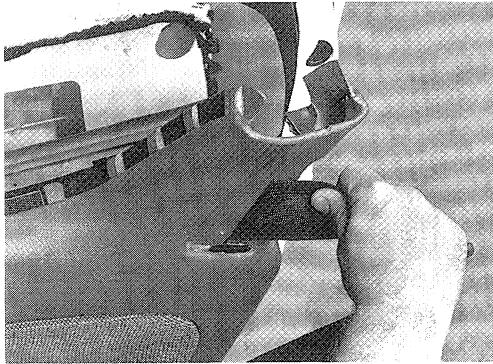
(c) Repeat (a) and (b) for upper bezel.



DOOR PANEL (cont'd)

8. REMOVE DOOR PANEL.

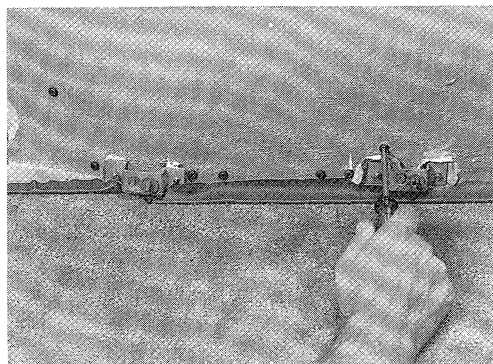
- (a) Remove screw at front of door panel.
- (b) Remove screw at door panel insert.
- (c) Using a suitable tool, release door panel retainers and remove door panel from door.
- (d) Slip seat belt webbing through belt opening slots provided in door panel and remove panel from vehicle.



DISASSEMBLE

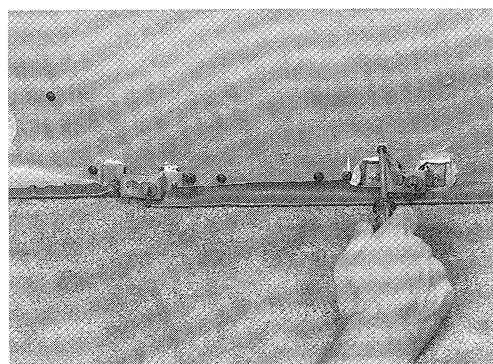
1. REMOVE SPEAKER GRILLE.

- (a) Bend back mounting tab.
- (b) Remove three (3) screws and grille from door panel.



2. REMOVE MAP POCKET.

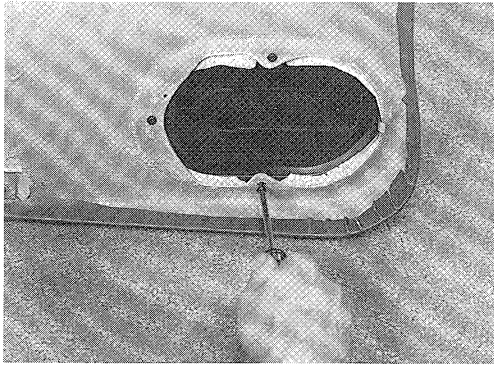
Remove five (5) screws and map pocket from door panel.



ASSEMBLE

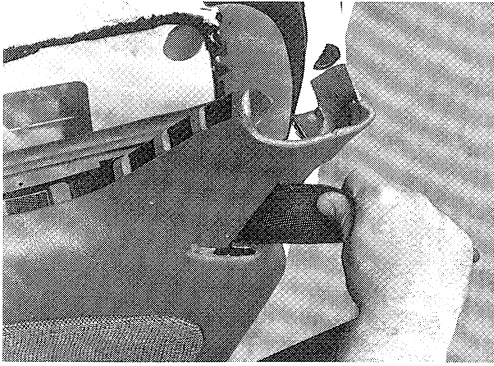
1. INSTALL MAP POCKET.

Position map pocket to door panel and secure using five (5) screws.



DOOR PANEL (cont'd)

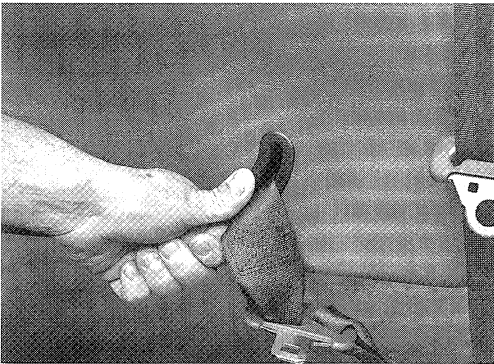
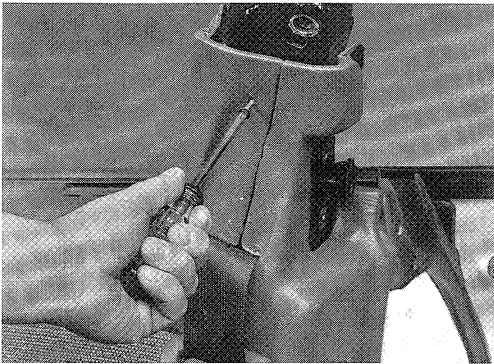
2. INSTALL SPEAKER GRILLE.
 - (a) Position speaker grille, and install three (3) screws.
 - (b) Bend over tab.



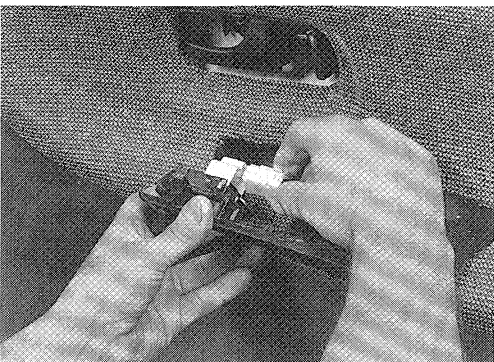
INSTALL

1. INSTALL DOOR PANEL.
 - (a) Position seat belt webbing in upper and lower door panel belt openings.

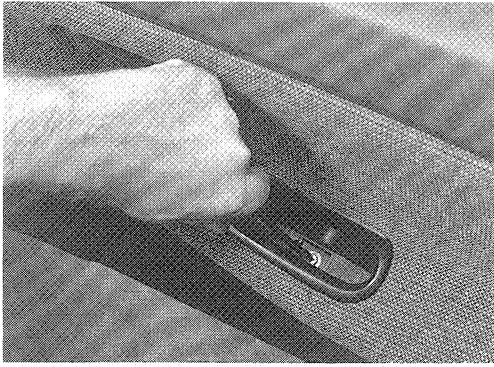
NOTE: Insure belt webbing is not twisted or tangled behind door panel.
 - (b) Press door panel retainers into door frame.
 - (c) Install screw at front door panel.
 - (d) Install screw at door panel insert.



2. INSTALL SEAT BELT UPPER AND LOWER BEZELS.
 - (a) Position lower bezel to seat belt webbing.
 - (b) Press bezel into door panel.
 - (c) Repeat (a) and (b) for upper bezel.



3. INSTALL DOOR PANEL INSERT.
 - (a) Connect wire harness to window switch assembly.

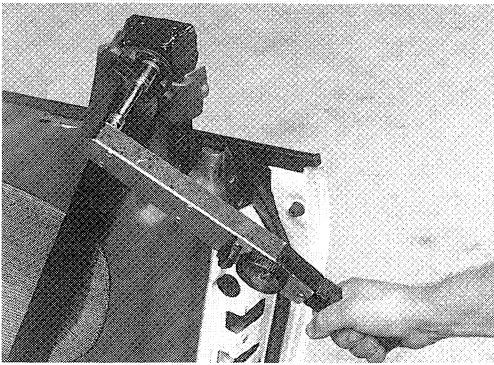


DOOR PANEL (cont'd)

- (b) Position insert to door panel and install screw.
- (c) Install pull handle cap.



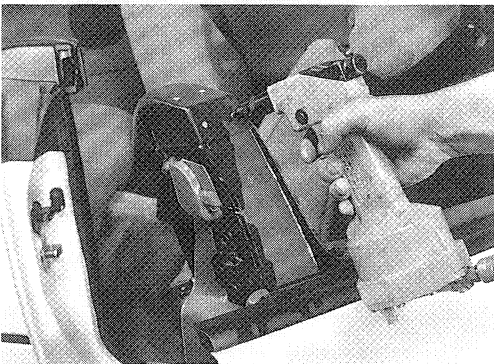
4. INSTALL DOOR INSIDE HANDLE ESCUTCHEON.
 - (a) Align four (4) escutcheon tabs with door inside handle.
 - (b) Snap escutcheon into place.



5. INSTALL TWO (2) SCREWS AT TOP OF DOOR PANEL.

6. INSTALL FRONT RETRACTOR ASSEMBLY UPPER D-RING ANCHOR BOLT AND WASHERS.

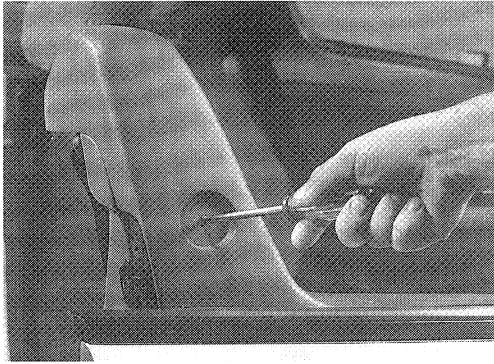
Torque: 49 N·m (36 ft. lb.)



7. INSTALL D-RING COVER.
 - (a) Position D-ring cover over door tower and secure using two (2) 1/8 x .156 in. rivets.
 - (b) Install two (2) screws to top of D-ring cover.



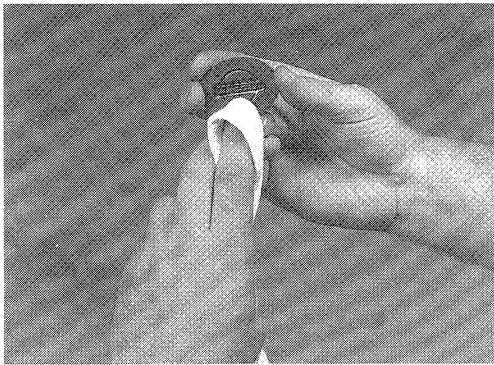
8. INSTALL D-RING TOWER PANEL ASSEMBLY.
 - (a) Position tower panel to door and door panel, engaging velcro fasteners.
 - (b) Secure D-ring tower panel to door tower with screw.



DOOR PANEL (cont'd)

- (c) Secure the weatherstrip bracket to the D-ring tower panel with the screw.

CAUTION: Do not damage door outside molding with screw driver.



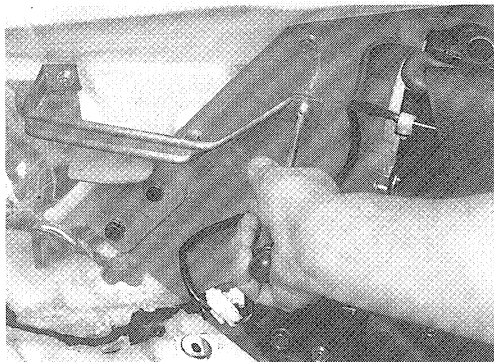
9. INSTALL D-RING TOWER PANEL EMBLEM.

- (a) If using original emblem, remove adhesive using release agent (3M P/N 051135-08971 or equivalent).



- (b) Cut double-sided tape (3M P/N 021200-06377 or equivalent) to size and apply to back of emblem.

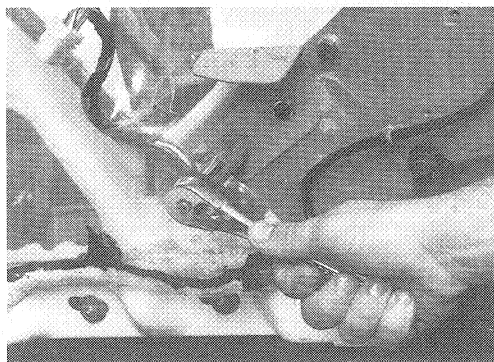
- (c) Pull backing from tape and press emblem to D-ring tower panel.



DOOR PANEL FINISHER BRACKETS

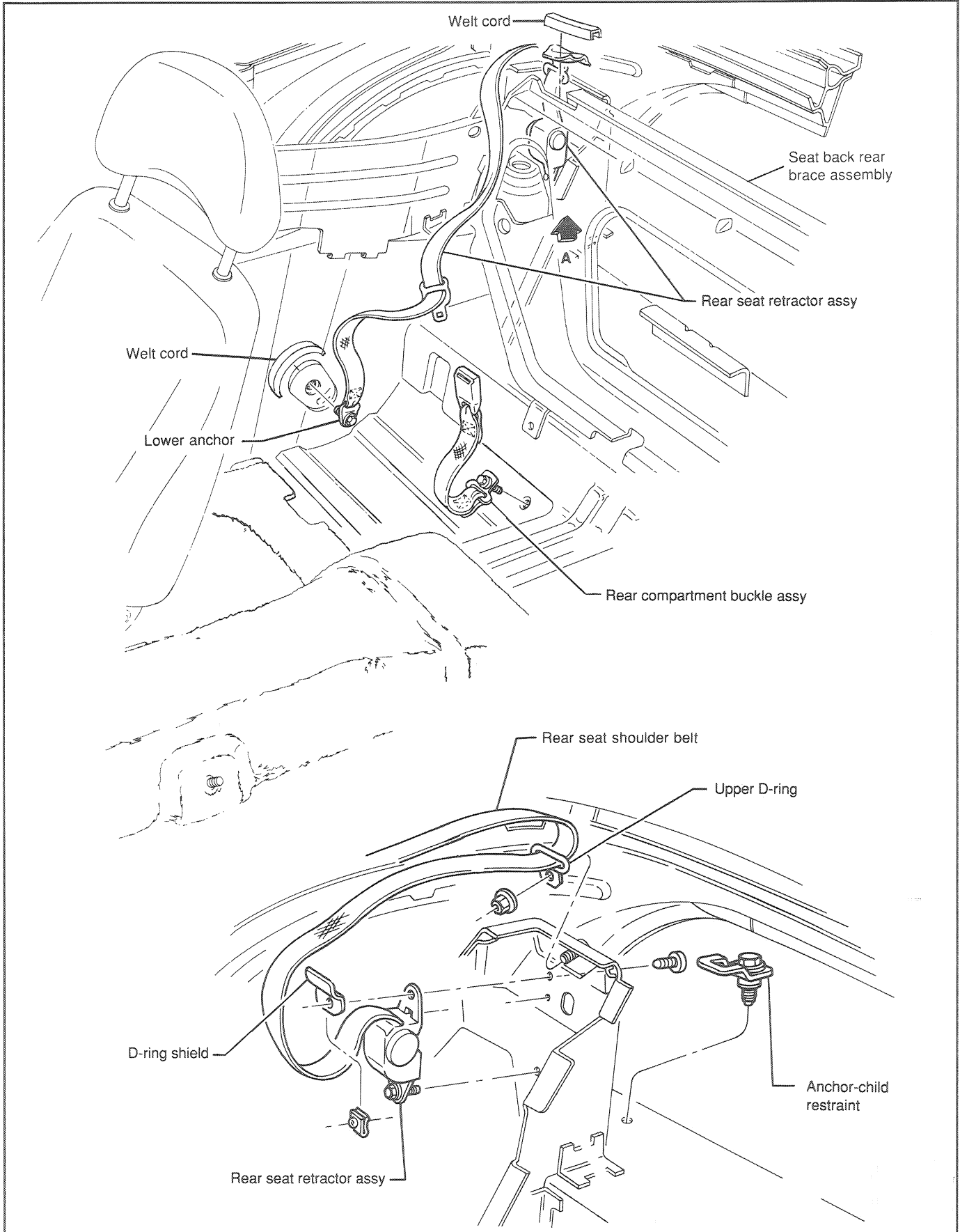
REMOVE

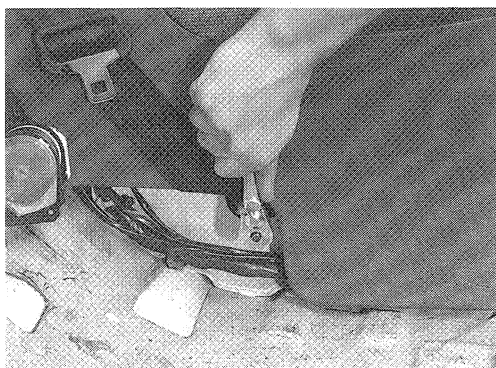
1. REMOVE DOOR PANEL (see Door Panel in this chapter).
2. REMOVE POWER WINDOW FINISHER UPPER BRACKET.
Remove two (2) screws and upper bracket from door frame.



3. REMOVE POWER WINDOW FINISHER LOWER BRACKET.
Remove two (2) screws and lower bracket from retractor assembly mounting plate.

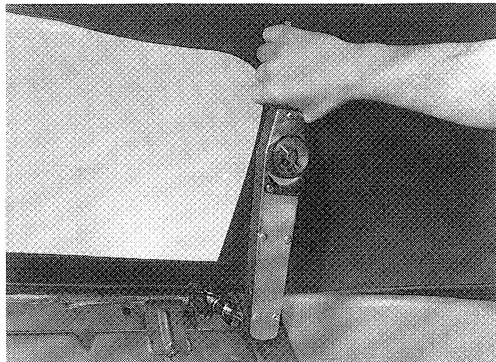
SEAT BELT COMPONENTS





REAR SEAT RETRACTOR ASSEMBLY (cont'd)

- (d) Remove bolt from belt lower anchor and rear seat retractor assembly from vehicle.



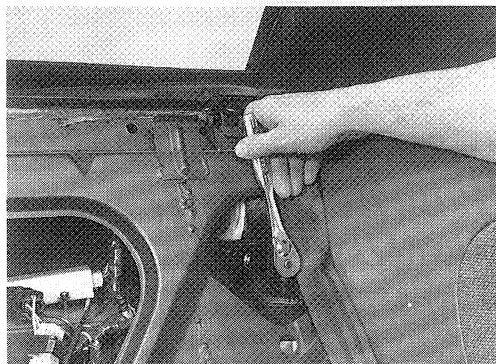
INSTALL

1. INSTALL REAR SEAT RETRACTOR ASSEMBLY.

- (a) Secure upper D-ring anchor to rear seat reinforcement stud with belt webbing UP using nut.

Torque: 49 N·m (36 ft. lb.)

NOTE: Verify that the welt cord on the top of the seat back rear brace assembly is properly installed (refer to diagram on 8-2).



- (b) Position retractor to rear seat reinforcement and install lower mounting bolt. Do not tighten bolt at this time.

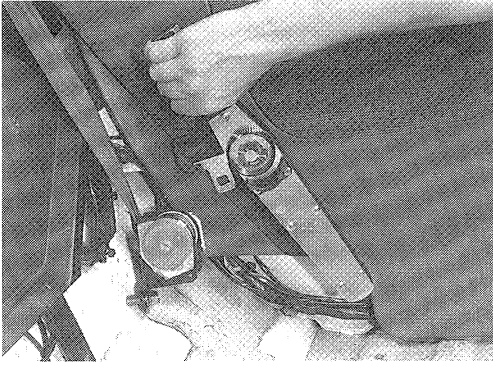
NOTE: Retractor TAB must be aligned with hole in rear seat reinforcement.



- (c) Reaching through rear brace assembly, install retractor upper mounting screw while holding D-ring shield to retractor.



- (d) Tighten retractor lower mounting bolt.
Torque: 27 N·m (19 ft. lb.)



REAR SEAT RETRACTOR ASSEMBLY (cont'd)

- (e) Position belt lower anchor to "B" pillar brace with belt webbing UP and install bolt.

Torque: 27 N·m (19 ft. lb.)

NOTE: Verify that the welt cord on the lower anchor is properly installed. (refer to diagram on 8-2)

2. INSTALL REAR SEAT BACK.
3. CHECK SEAT BELT OPERATION (see Functional Check in this section).

CHILD SEAT RESTRAINT ANCHOR

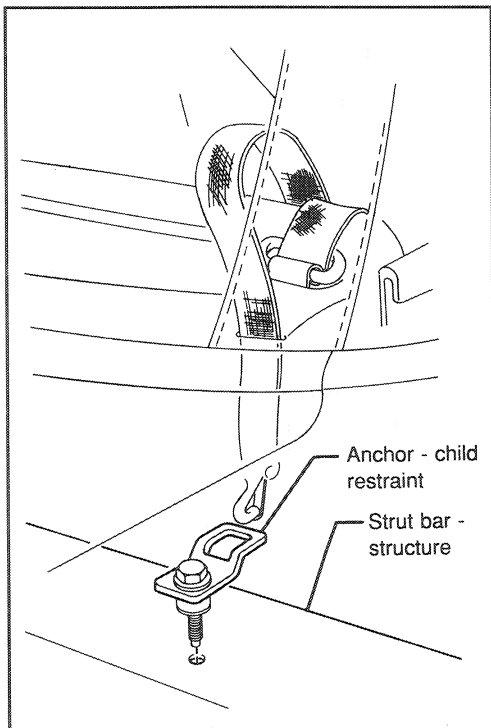
1. OPEN REAR DECK LID.
2. INSTALL CHILD SEAT RESTRAINT ANCHOR ASSEMBLY.
 - (a) Install spacer, anchor, washer and bolt to either right or left mounting position.

NOTE: A weld-nut is provided on either side of the shock tower support panel for the purpose of mounting the child seat restraint anchor.

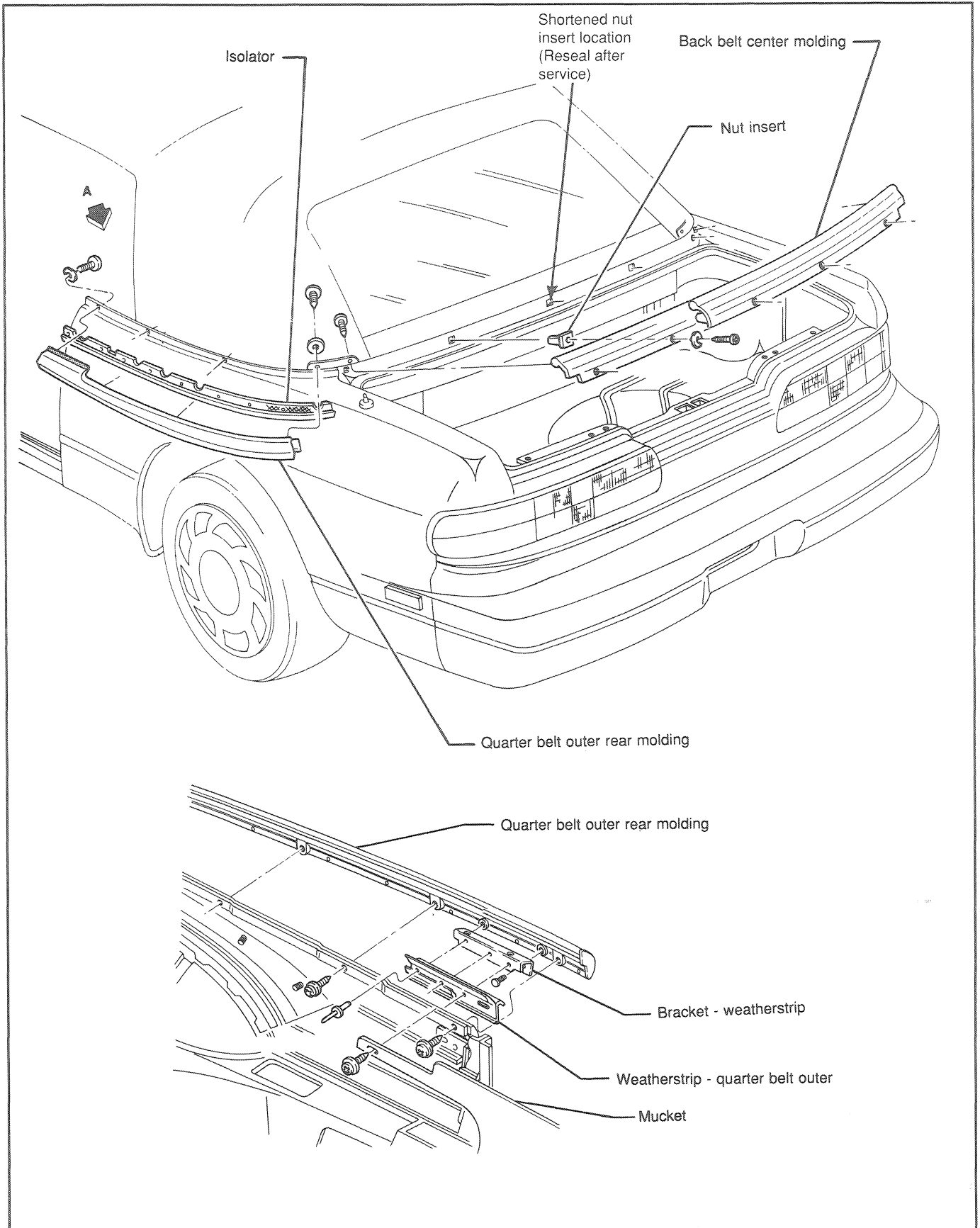
3. TIGHTEN CHILD SEAT RESTRAINT ANCHOR BOLT.

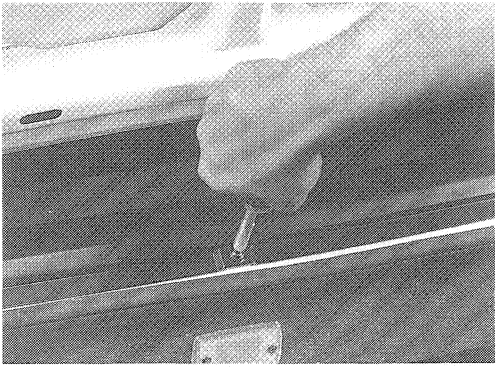
CAUTION: Anchor opening must face toward front of vehicle.

Torque: 20 N·m (15 ft. lb.)

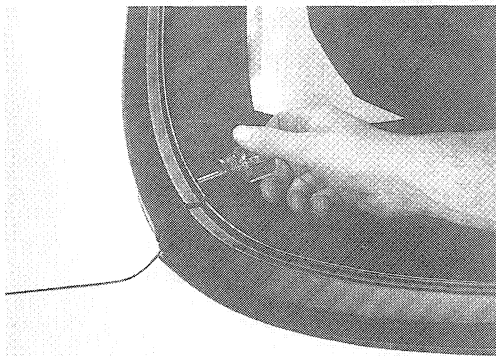
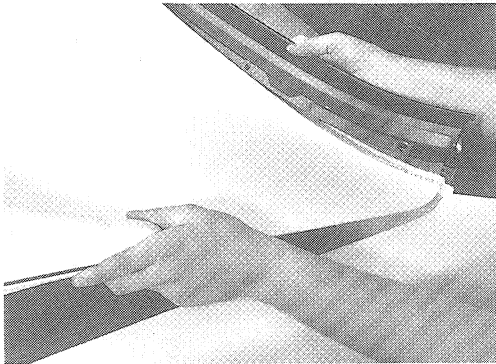
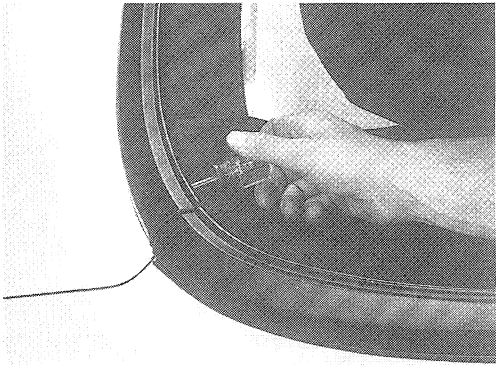


BACK AND QUARTER BELT MOLDING COMPONENTS



**BACK BELT CENTER MOLDING****REMOVE**

1. LOWER CONVERTIBLE TOP HALFWAY.
2. RAISE REAR DECK LID.
3. REMOVE BACK BELT CENTER MOLDING.
 - (a) Remove five (5) screws and nylon washers from molding lower edge.
 - (b) Remove two (2) screws, one at each end, from underside of rear drain trough.
 - (c) Lower rear deck lid and remove back belt molding from vehicle.

**INSTALL**

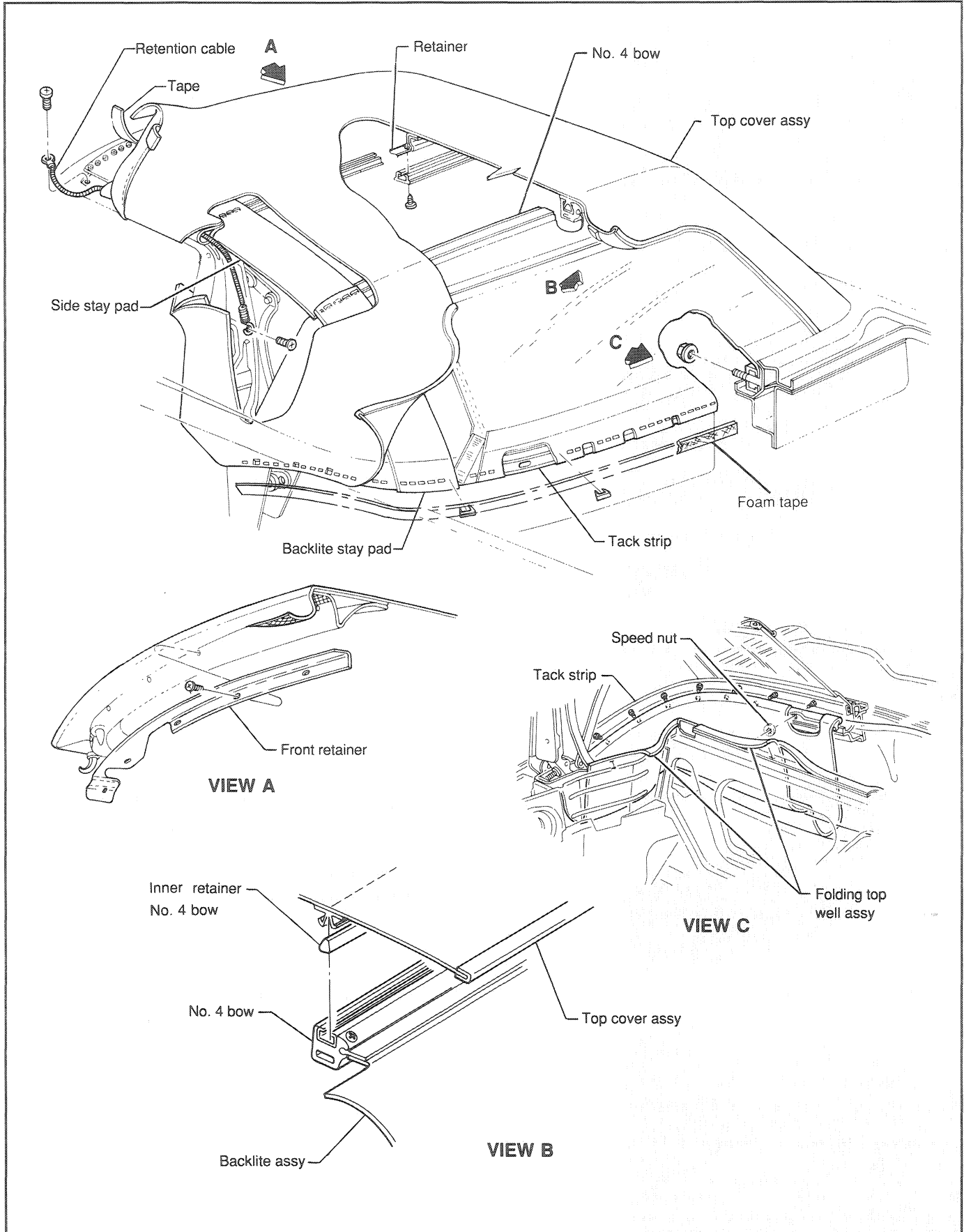
1. INSTALL BACK BELT CENTER MOLDING.
 - (a) Position back belt center molding to rear drain trough and install five (5) screws to underside of drain trough.

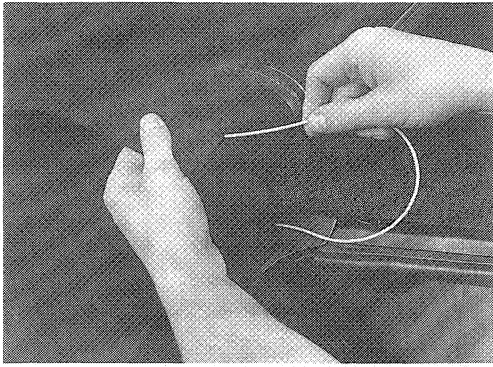
NOTE: Reseal center nut insert, if serviced, to prevent water leaks.



- (b) Install five (5) screws to molding lower edge.

TOP COVER ASSEMBLY COMPONENTS



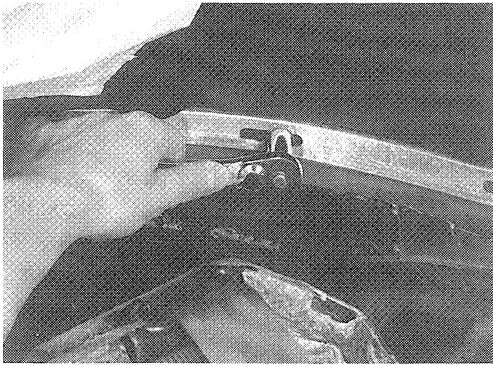


TOP COVER ASSEMBLY (cont'd)

8. REMOVE RIGHT AND LEFT SIDE RETENTION CABLES FROM TOP COVER ASSEMBLY.

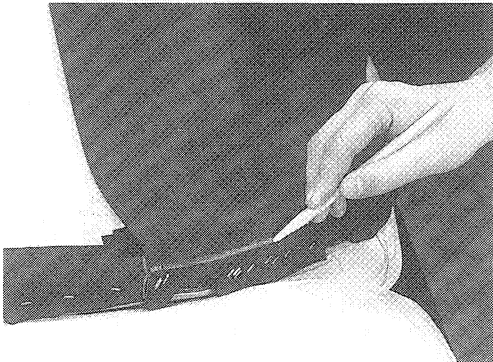
Pull cable from top cover pocket.

NOTE: Leave retention cables attached to rear rails.



9. REMOVE TACK STRIP AND TOP COVER FROM REAR DRAIN TROUGH ASSEMBLY.

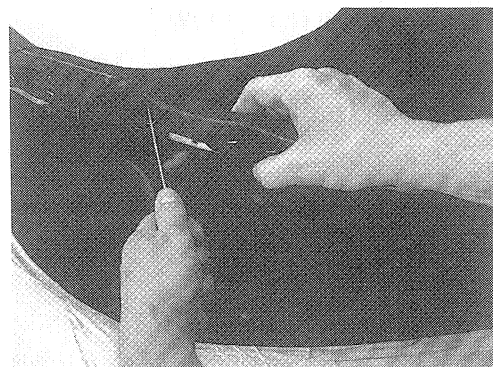
- (a) Remove seventeen (17) nuts from tack strip.
- (b) Pull the tack strip forward while gently pulling inward on the tack strip ends.



10. MARK TOP COVER LOCATION ON TACK STRIP AND BACKLITE.

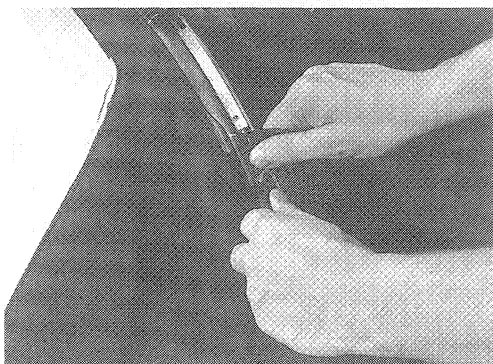
Remove foam tape from top cover along the tack strip.

- (a) Mark tack strip upper edge on the outside while holding top cover material tightly against tack strip.
- (b) Mark location of top cover right and left window opening edges on backlite material.



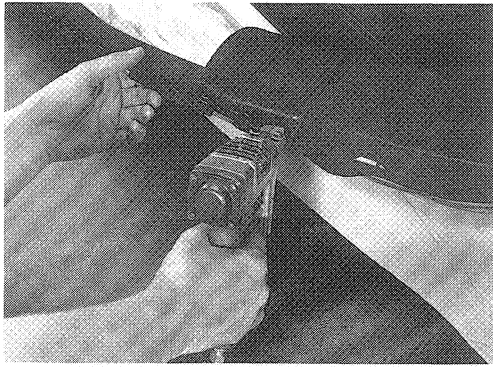
11. REMOVE TOP COVER ASSEMBLY RIGHT AND LEFT SIDE PANELS FROM TACK STRIP.

Using a suitable tool, remove staples securing top cover to tack strip.



12. REMOVE TOP COVER FROM NO. 4 BOW.

- (a) Fold side of top cover material over No. 4 bow to expose top cover retainer insert.
- (b) Slide stay pad tack strip down for No. 4 bow inner retainer removal clearance.



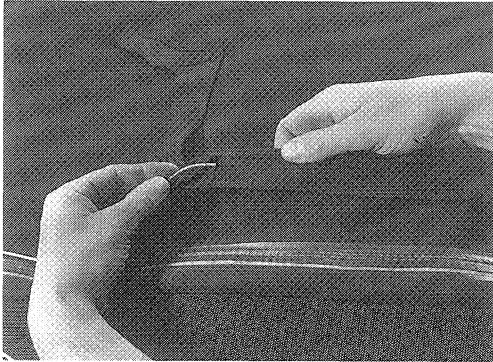
TOP COVER ASSEMBLY (cont'd)

4. INSTALL TOP COVER TO TACK STRIP.

- (a) Starting at rear window opening, use .31 x .31 monel staples on single layers and .50 x .31 stainless steel divergent staples on multiple layers.

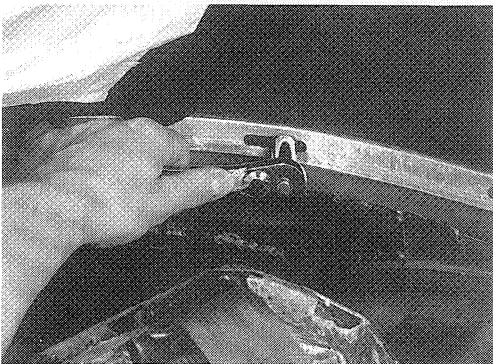
NOTE: Keep material taut while maintaining top cover alignment to tack strip upper edge.

- (b) Apply foam tape (PVC, 1 x .125 x 110 in.) on top cover over staples along the length of the tack strip.



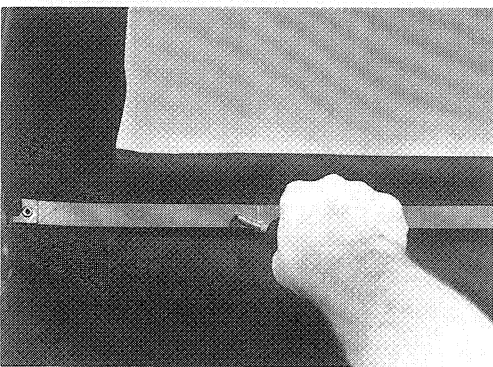
5. INSTALL RIGHT AND LEFT SIDE RETENTION CABLES TO TOP COVER.

NOTE: Use of a stiff wire attached to cable end will aid installation of retention cables.



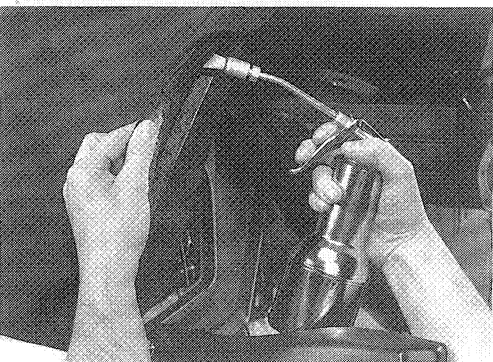
6. INSTALL TOP COVER AND TACK STRIP TO REAR DRAIN TROUGH ASSEMBLY.

- (a) Gently pull inward on tack strip ends while positioning tack strip to mounting studs.
- (b) Install seventeen (17) nuts to tack strip studs.
- (c) Tighten nuts starting from the center, then working out. Do not torque nuts at this time.



7. INSTALL TOP COVER TO NO. 3 AND NO. 2 BOWS.

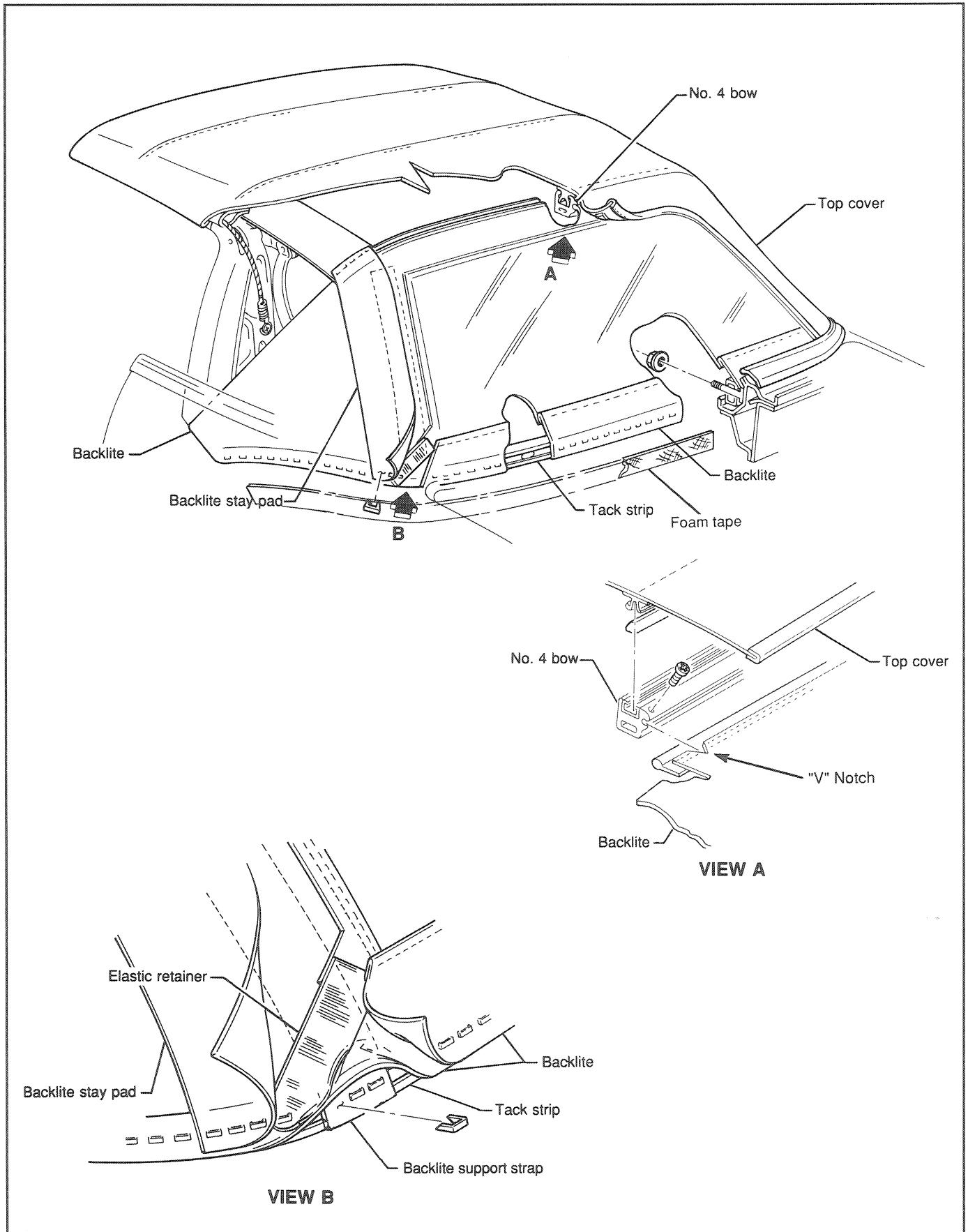
- (a) Install No. 3 bow top cover retainer to top cover.
- (b) Install three (3) screws to No. 3 bow and top cover retainer.
- (c) Repeat (a) and (b) for No. 2 bow.

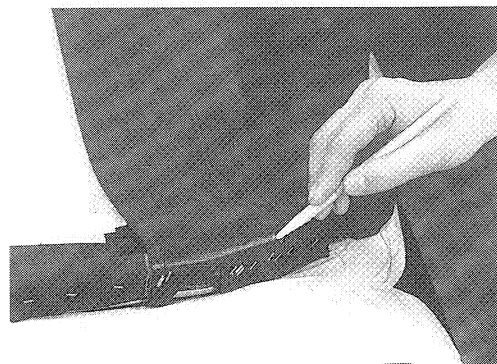
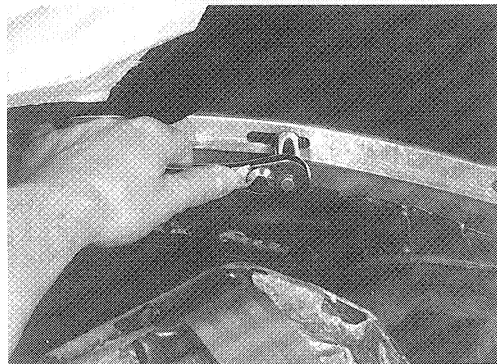
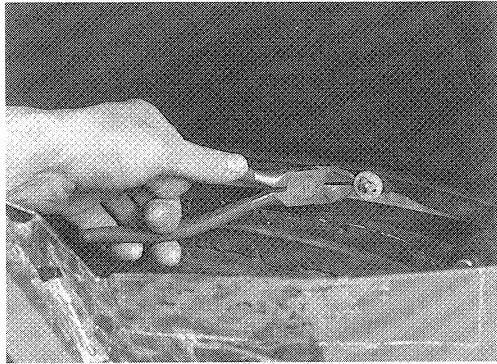
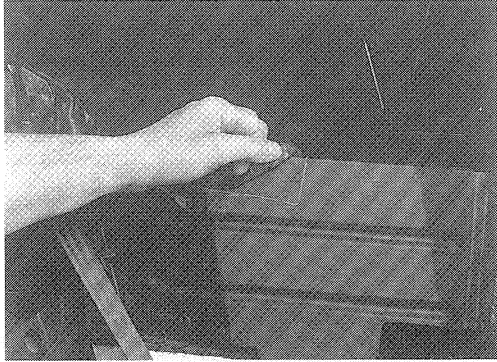
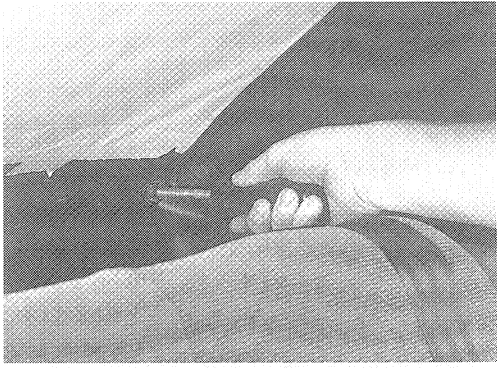


8. INSTALL TOP COVER TO SEAL CARRIERS.

- (a) Apply adhesive (3M P/N 051135-08031 or equivalent) to seal carrier top cover area and top cover glue flap.

BACKLITE ASSEMBLY COMPONENTS





BACKLITE ASSEMBLY

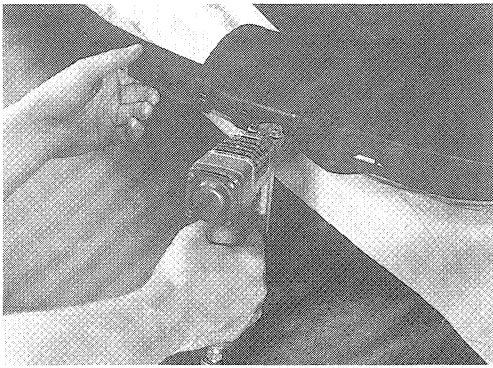
REMOVE

NOTE: To help prevent damage, tape a protective cover to the belt moldings, trunk lid, and quarter panels.

1. REMOVE TWO (2) HEADLINER SAIL PANEL SCREWS FROM TACK STRIP.
2. REMOVE BOTH QUARTER TRIM PANELS (see 5-3).
3. REMOVE FOLDING TOP WELL ASSEMBLY.
 - (a) Mark folding top well material edge on body brace panels.
 - (b) Carefully break cement bond by pulling well material from body brace panels.
 - (c) Remove seventeen (17) speed nuts and well plastic extrusion from track strip studs.
4. REMOVE TACK STRIP AND TOP COVER FROM REAR DRAIN TROUGH ASSEMBLY.
 - (a) Release top from header.
 - (b) Remove seventeen (17) nuts from tack strip.
 - (c) Gently pull inward on tack strip ends while pulling tack strip forward.
5. MARK TOP COVER LOCATION ON TACK STRIP AND BACKLITE.

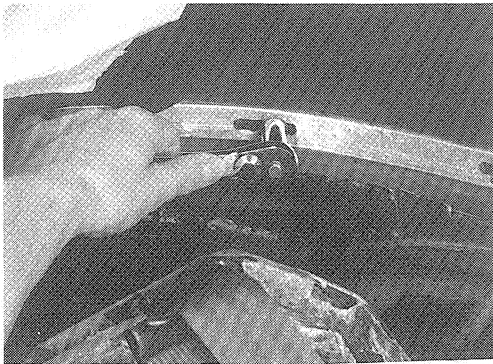
Remove foam tape from top cover along the tack strip.

 - (a) Mark tack strip upper edge on the outside while holding top cover material tightly against tack strip.



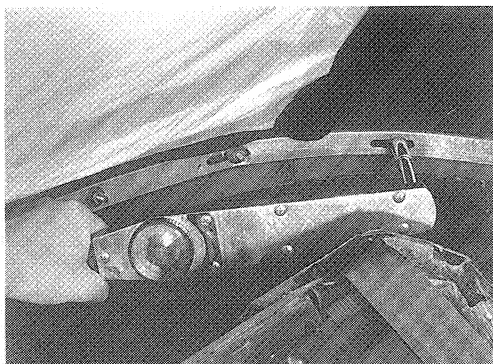
BACKLITE ASSEMBLY (cont'd)

6. INSTALL TOP COVER SIDE PANELS TO TACK STRIP.
 - (a) Position side panel to tack strip and backlite reference marks.
 - (b) Staple side panel to tack strip starting at backlite window opening using .31 x .31 monel staples. Keep material taut while maintaining top cover alignment to tack strip upper edge.
 - (c) Apply foam tape (PVC, 1 x .125 x 110 in.) on top cover over staples along the length of the tack strip.



7. INSTALL TACK STRIP TO REAR DRAIN TROUGH ASSEMBLY.
 - (a) Gently pull inward on tack strip ends while positioning tack strip on studs.
 - (b) Install seventeen (17) nuts to tack strip studs starting from center and working out toward tack strip ends. Do not torque at this time.

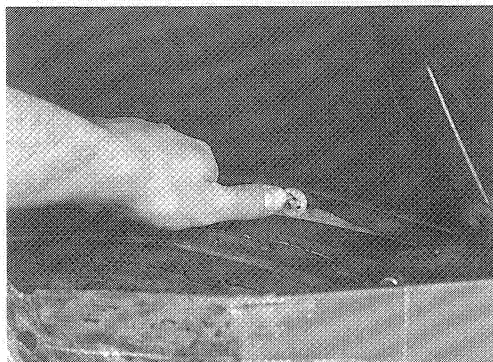
8. CHECK TOP COVER ASSEMBLY INSTALLATION
 - (a) Latch convertible top to windshield header.
 - (b) Top cover should be taut and free of wrinkles around belt molding. If not, remove tack strip from drain trough and adjust top cover material as required.



9. TIGHTEN TACK STRIP NUTS.

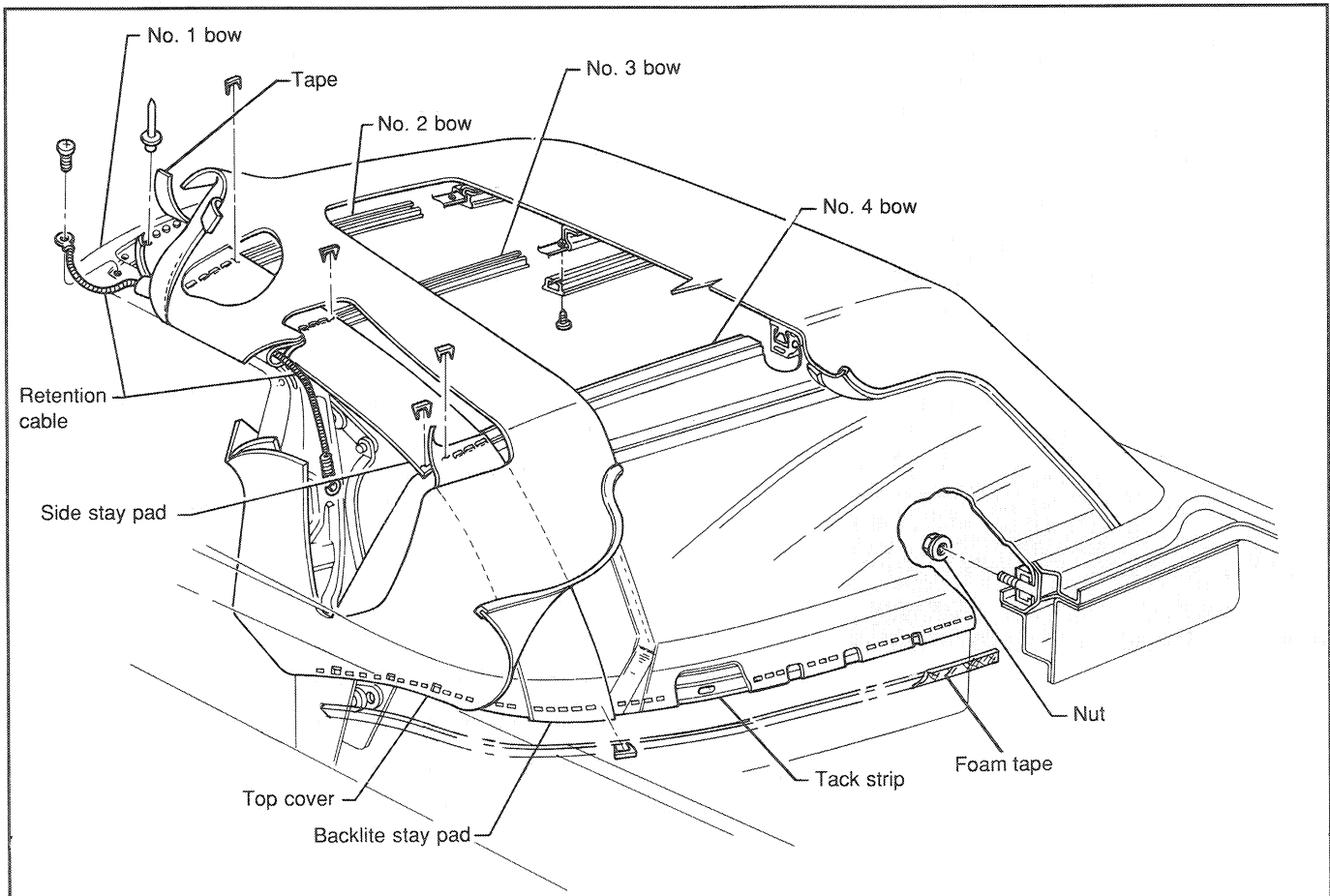
Tighten tack strip nuts starting at center, then working out toward tack strip ends.

Torque: 8 N·m (71 in. lb.)

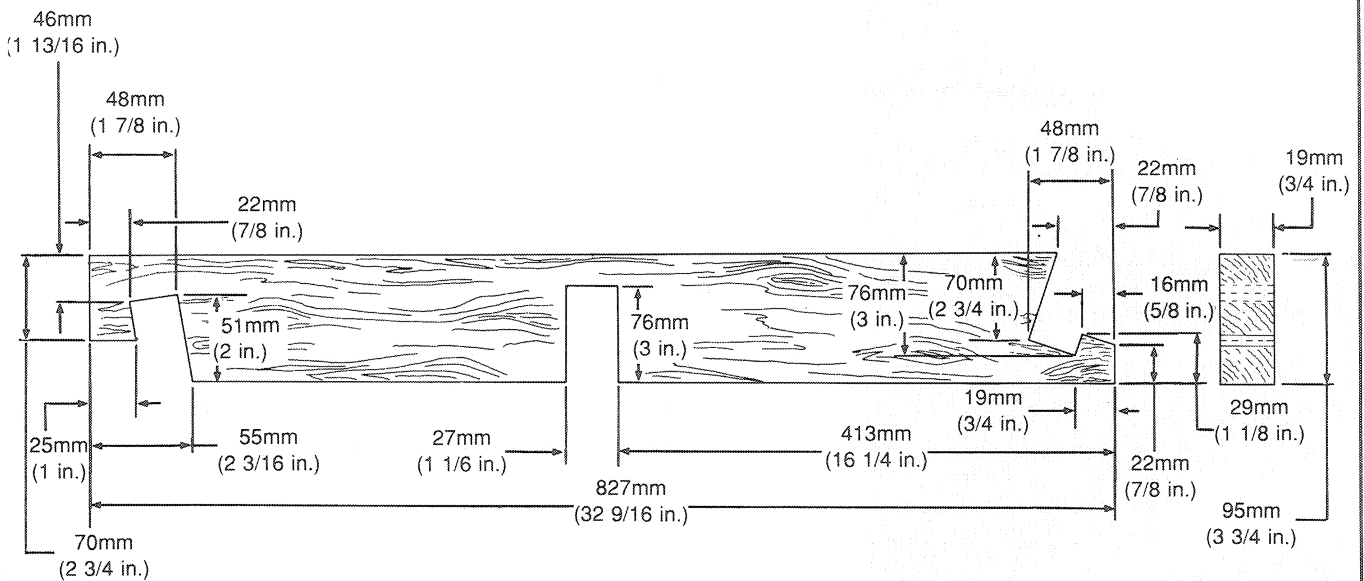


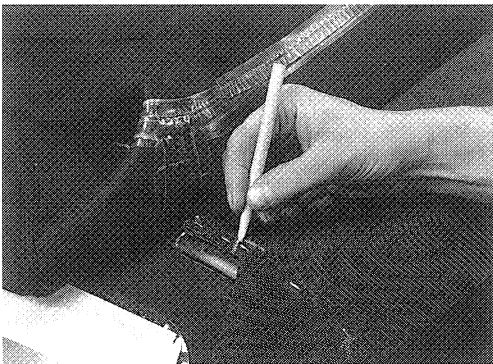
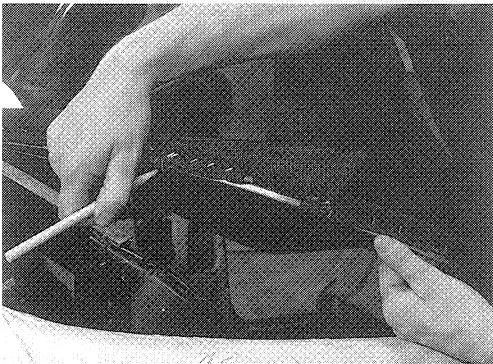
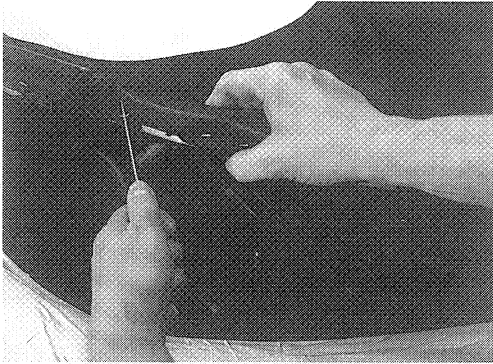
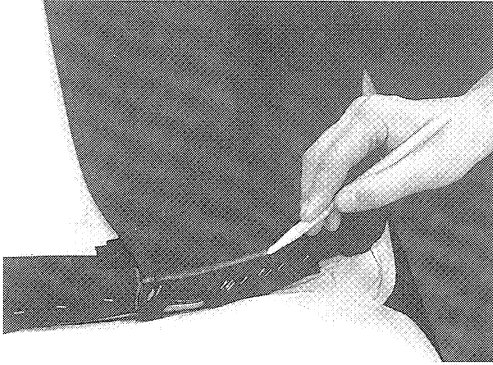
10. INSTALL FOLDING TOP WELL ASSEMBLY.
 - (a) Install well plastic extrusion to tack strip studs and secure using seventeen (17) speed nuts.

STAY PAD COMPONENTS



BOW ALIGNMENT TOOL





BACKLITE STAY PAD (cont'd)

5. MARK TOP COVER LOCATION ON TACK STRIP AND BACKLITE.

Remove foam tape from top cover along tack strip.

- (a) Mark tack strip upper edge on outside while holding top cover material tightly against tack strip.
- (b) Mark location of top cover right and left window opening edges on backlite material.

6. REMOVE TOP COVER ASSEMBLY FROM TACK STRIP.

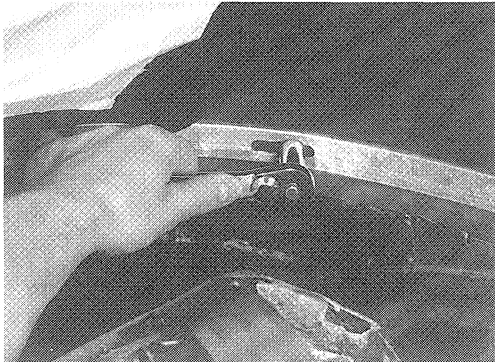
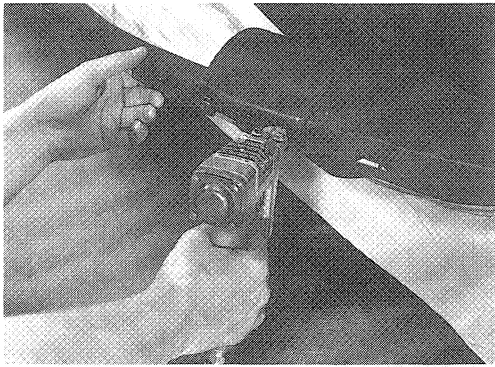
Using a suitable tool, remove staples securing top cover to tack strip.

7. MARK BACKLITE STAY PAD MOUNTING POINTS.

- (a) Mark stay pad location on tack strip.

- (b) Mark stay pad location to No. 4 bow.

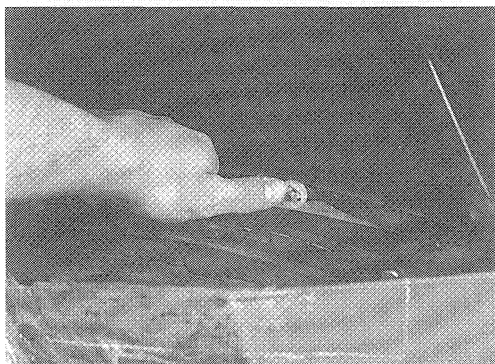
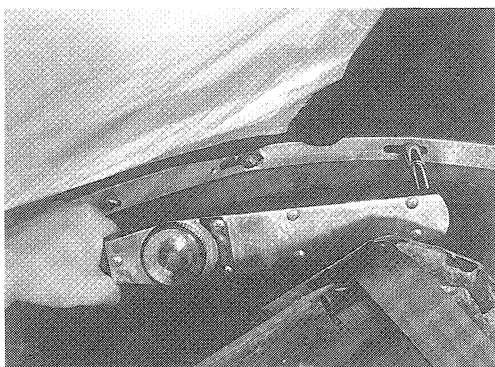
NOTE: If both backlite stay pads are to be removed, label RIGHT and LEFT stay pad.



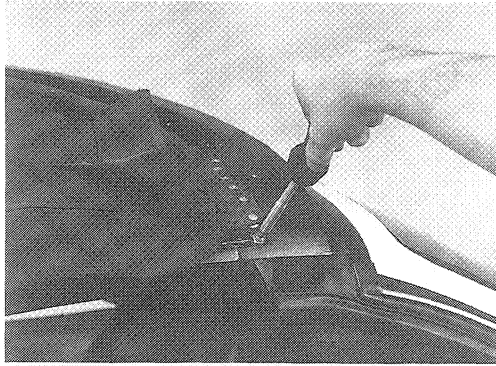
BACKLITE STAY PAD (cont'd)

2. INSTALL TOP COVER ASSEMBLY TO TACK STRIP.
 - (a) Position top cover to tack strip and backlite reference marks.
 - (b) Starting at rear window opening, use .31 x .31 monel staples on single layers and .50 x .31 divergent point stainless steel staples on multiple layers.

NOTE: Keep material taut while maintaining top cover alignment to tack strip upper edge.
 - (c) Apply foam tape (PVC, 1 x .125 x 110 in.) on top cover over staples along the length of the tack strip.
3. INSTALL TACK STRIP TO REAR DRAIN TROUGH ASSEMBLY.
 - (a) Gently pull inward on tack strip ends while positioning tack strip to studs.
 - (b) Install seventeen (17) nuts to tack strip studs. Do not torque nuts at this time.
4. CHECK TOP COVER INSTALLATION.
 - (a) Raise top and latch to windshield header.
 - (b) Insure top is taut and free of wrinkles along belt molding.

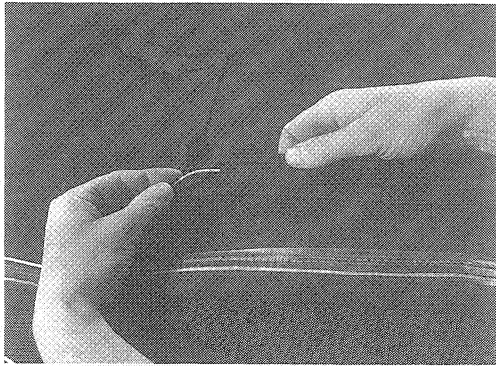


5. TIGHTEN SEVENTEEN (17) TACK STRIP NUTS.
Tighten tack strip nuts starting in center, then working out toward ends.
Torque: 8 N·m (71 in. lb.)
6. INSTALL FOLDING TOP WELL ASSEMBLY.
 - (a) Install well plastic extrusion to tack strip studs and secure using retainers.

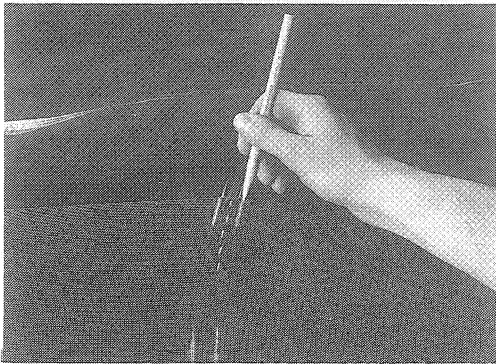


SIDE STAY PAD (cont'd)

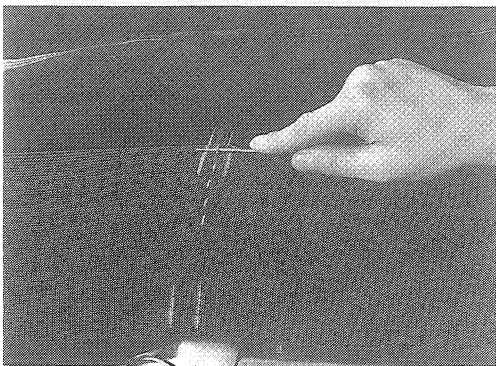
5. REMOVE RETENTION CABLE RIVET FROM NO. 1 BOW.
Drill out the rivet using a 4mm (5/32 in.) bit.



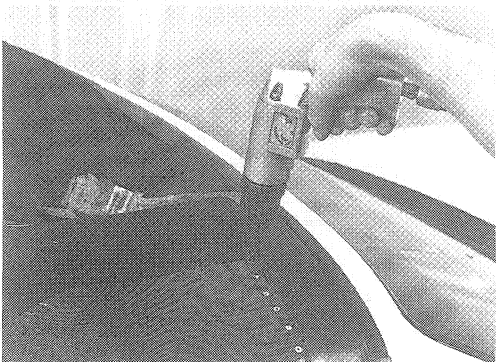
6. POSITION TOP COVER ASSEMBLY TO ACCESS SIDE STAY PAD.
 - (a) Fold top cover lengthwise toward center of vehicle.
 - (b) While folding top material, pull retention cable from top cover assembly pocket.



7. MARK SIDE STAY PAD MOUNTING POINTS.
 - (a) Mark side stay pad location to each bow.
 - (b) Mark bow location to side stay pad.

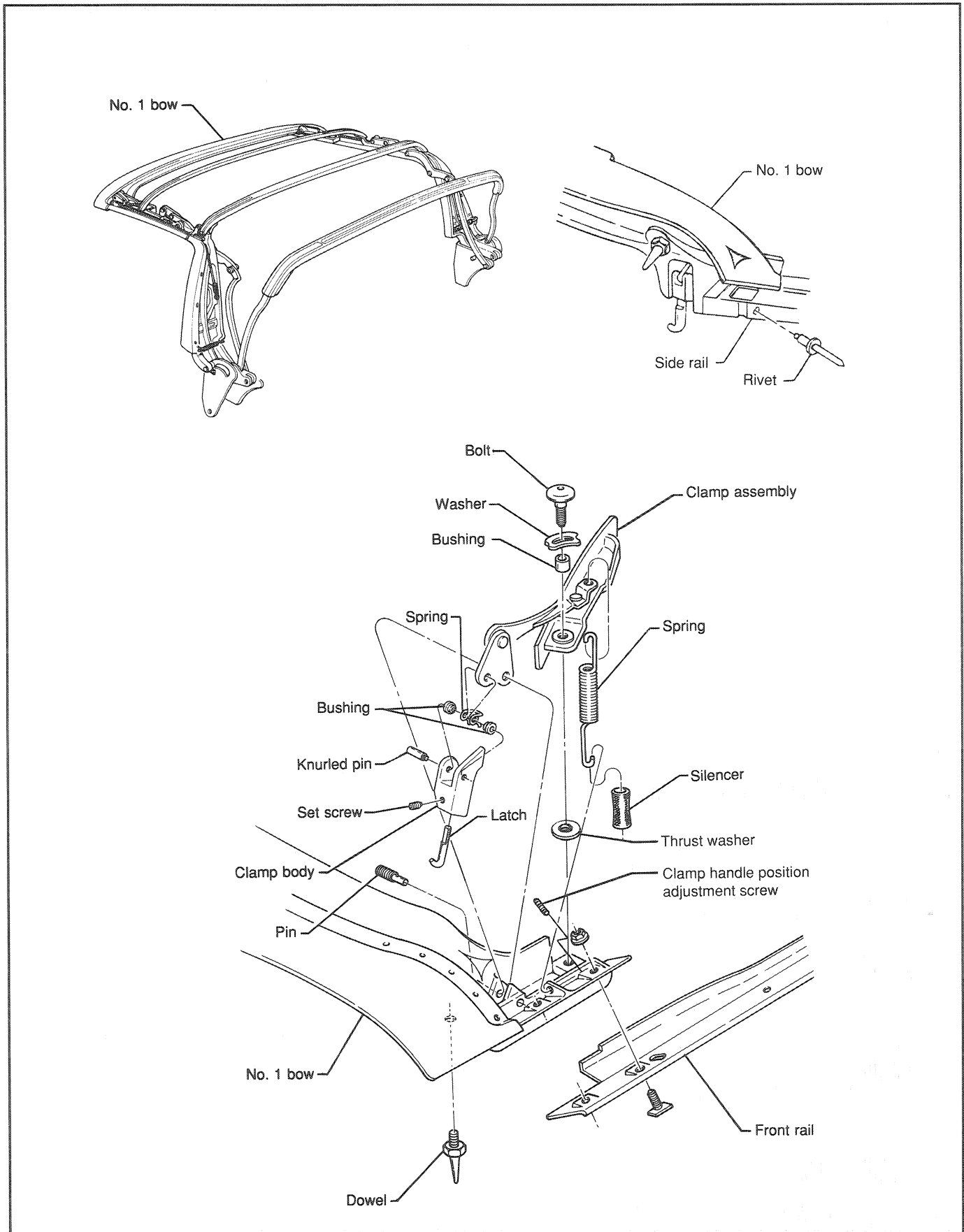


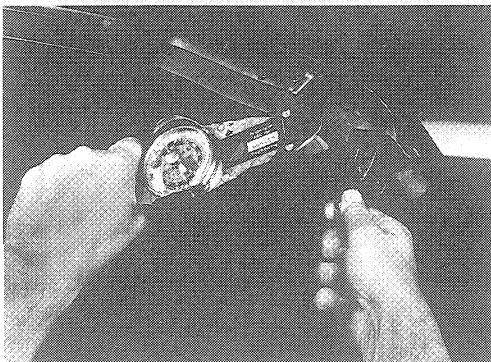
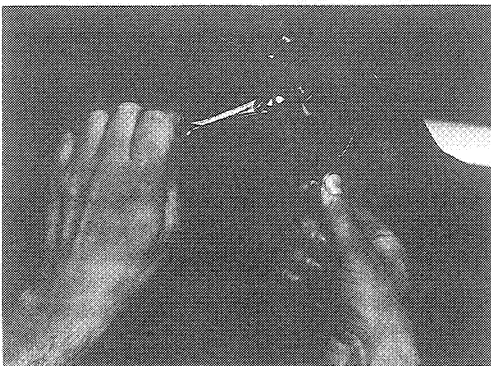
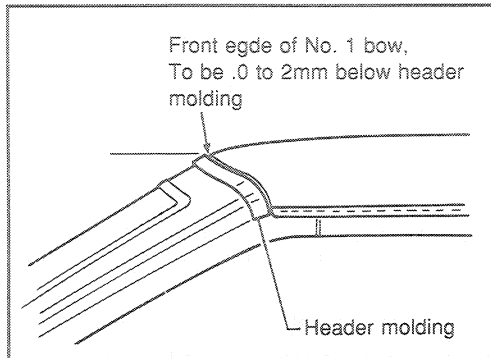
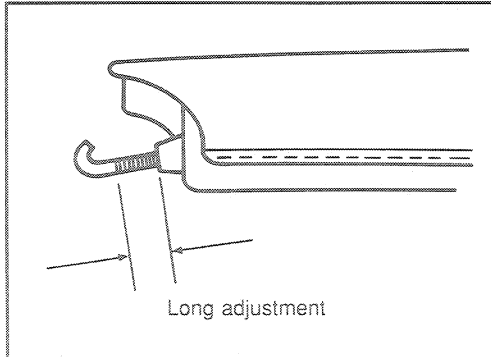
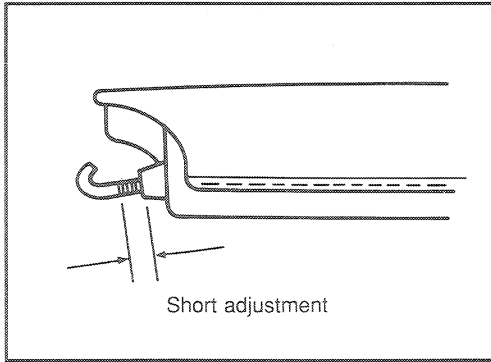
8. REMOVE SIDE STAY PAD.
 - (a) Using an awl, remove staples securing stay pad to No. 2, 3, and 4 bows.



- (b) Remove tape cover from rivets.
- (c) Using a drill with a 3.2mm (1/8 in.) bit, remove stay pad rivets from No. 1 bow and stay pad from vehicle.

NO. 1 BOW COMPONENTS





ADJUSTMENT, CLAMP LATCH

Adjustment of the clamp latch determines the sealing quality of the No. 1 bow to the windshield header and latching or releasing effort of the clamp mechanism.

A "long" clamp latch adjustment can be identified by low latching effort or the No. 1 bow setting too high off the windshield header. This condition can cause wind noise and water leaks.

A "short" clamp latch adjustment will cause excessively high latching effort and No. 1 bow to "sink" below the windshield header when latched. This condition may cause weatherstrip damage or clamp latch failure.

Use the following procedure to adjust the clamp latch.

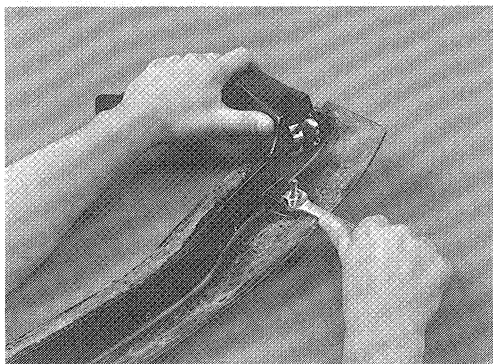
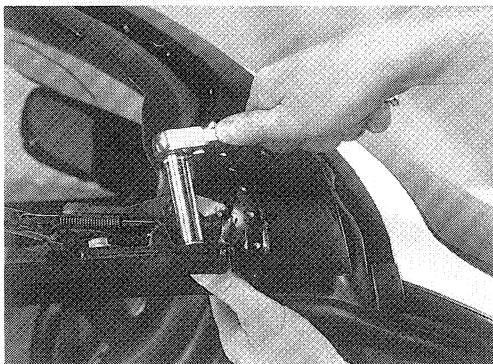
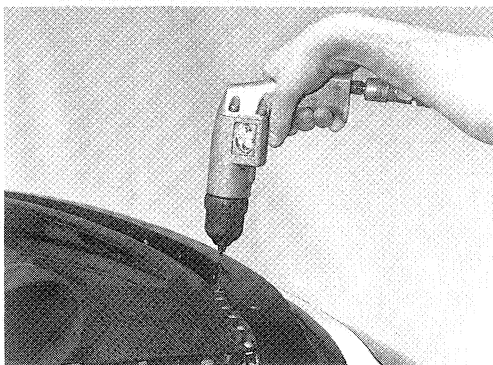
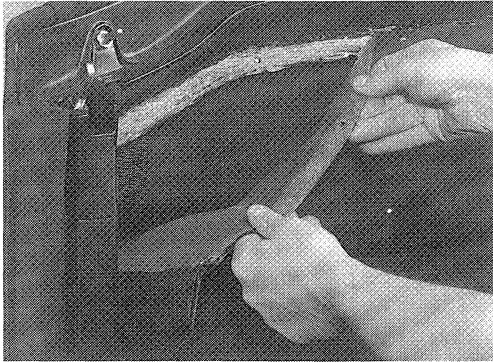
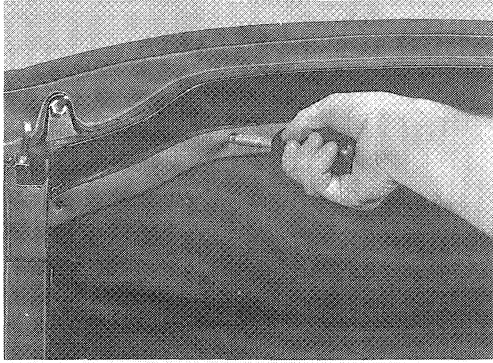
NOTE: If for any reason a clamp latch is in need of adjustment, both sides of the vehicle should be checked and, if necessary, adjusted.

1. Raise convertible top and secure to windshield header.
 - (a) Note latch operation and latching effort.
 - (b) Latching effort should be equal on both sides.
2. Check No. 1 bow-to-header fit.
 - (a) No. 1 bow should be flush to 2mm below windshield header trim.
 - (b) Check other side of vehicle.
3. Adjust clamp latch.
 - (a) Raise convertible top off windshield header.
 - (b) Loosen clamp latch set screw.
 - (c) Turn clamp latch in desired direction.

NOTE: Clamp latch curve (hook) must face forward.
 - (d) Raise convertible top and check clamp latch adjustment.
 - (e) Lower convertible top and tighten clamp latch set screw.

Torque: 10 N·m (88 in. lb.)

NOTE: Use thread locking agent (Loctite P/N 271 or equivalent) on set screw.
 - (f) Repeat on other side of vehicle.



NO. 1 BOW

REMOVE

1. LOWER CONVERTIBLE TOP HALFWAY.
2. REMOVE HEADLINER FROM NO. 1 BOW
 - (a) Remove seven (7) screws and headliner molding.
 - (b) Carefully break cement bond by pulling material away from No. 1 bow.
3. REMOVE TOP COVER FROM NO.1 BOW, (see 11-3).
4. DISCONNECT BOTH SIDE STAY PADS FROM NO.1 BOW.
 - (a) Remove tape cover from rivets.
 - (b) Using a drill with a 3.2mm (1/8 in.) bit, remove stay pad rivets from No.1 bow.
5. REMOVE NO. 1 BOW.
 - (a) Using a pencil, mark the joint of the No. 1 bow and the front side rails.
 - (b) Using a drill with a 4.8 mm (3/16 in.) bit, remove rivets that "pin" the No. 1 bow to the front side rails (see 14-2).
 - (c) Remove four (4) nuts and bolts securing No. 1 bow to the right and left front rail assemblies.
 - (d) Using a rule, note rivet hole location and transfer to new part.

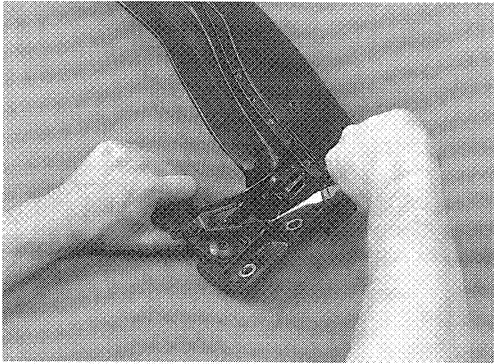
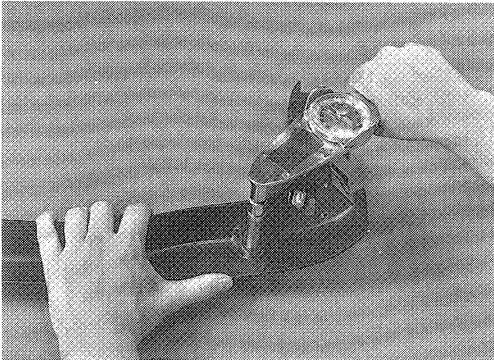
DISASSEMBLE

1. REMOVE TWO (2) DOWELS FROM NO. 1 BOW.

**NO. 1 BOW (cont'd)****2. INSTALL CLAMP ASSEMBLY PIVOT PIN.**

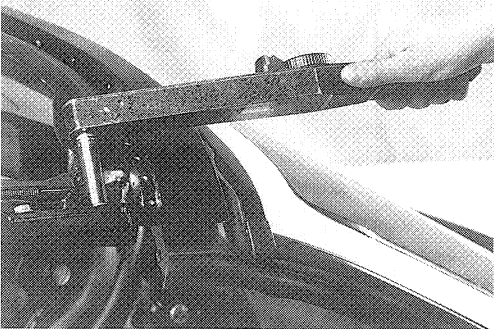
Apply Loctite (P/N 271 or equivalent) to pivot pin threads and install pivot pin.

Torque: 22 N·m (16 ft. lb)

**3. INSTALL CLAMP ASSEMBLY SPRING.****4. INSTALL TWO (2) DOWELS TO NO. 1 BOW.**

Apply Loctite (P/N 271 or equivalent) to dowel threads and install dowels.

Torque: 17 N·m (13 ft. lb)

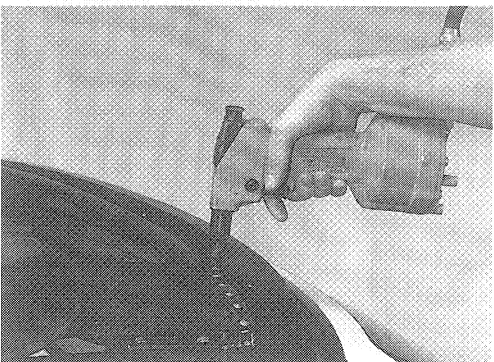
**INSTALL****1. INSTALL NO. 1 BOW.**

- (a) Position No. 1 bow to right and left side rails.
- (b) Install rivets [two (1 per side) black 3/16 x 1/4 in. stainless steel] that "pin" the No. 1 bow to the front side rails (see 14-2).
- (c) Apply Loctite (P/N 271 or equivalent) to bolt threads and install four (4) bolts and nuts.

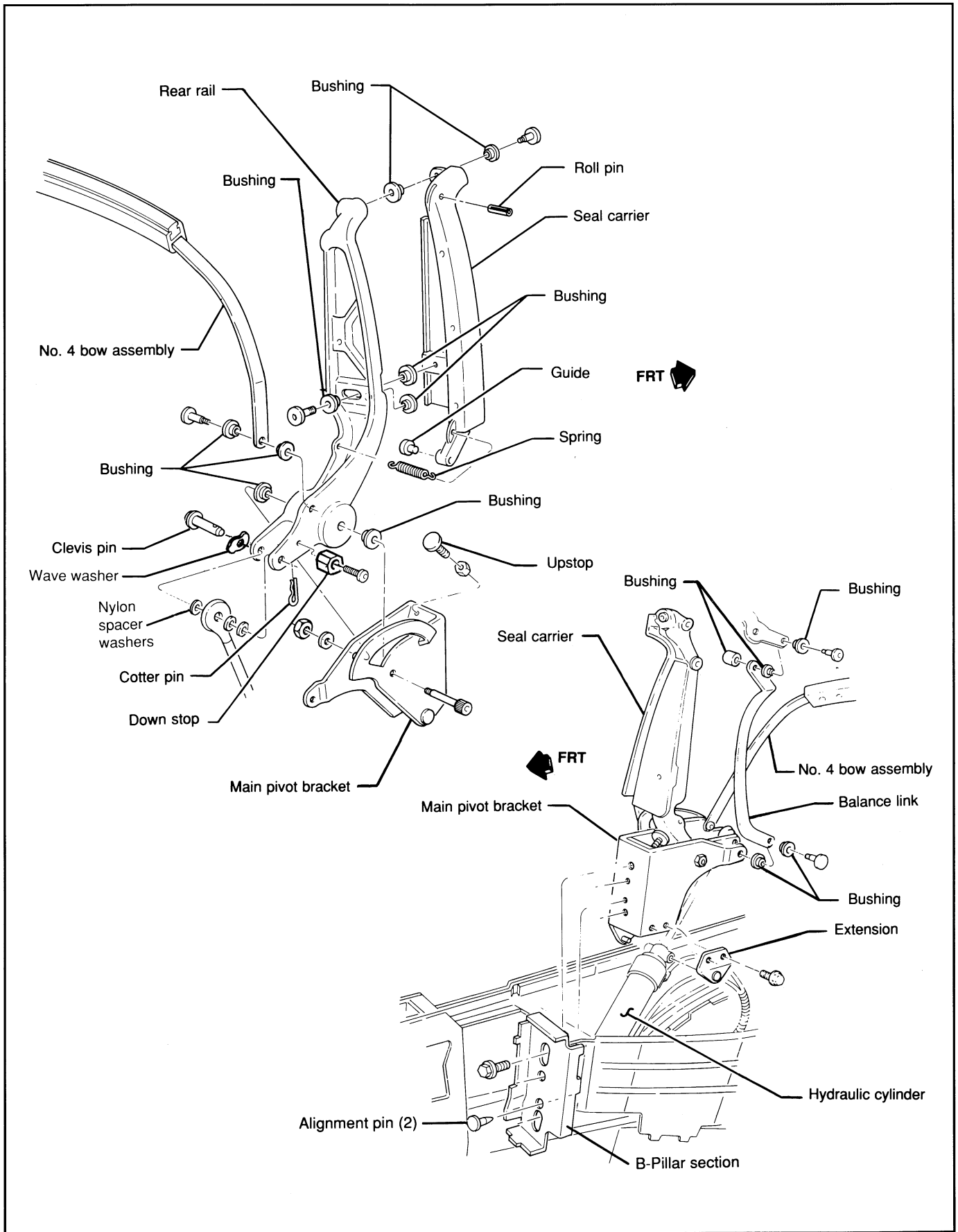
Torque : 23 N·m (17 ft. lb.)

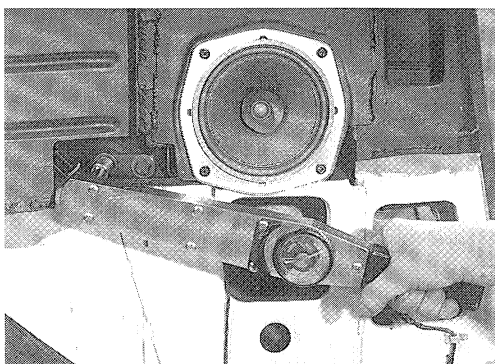
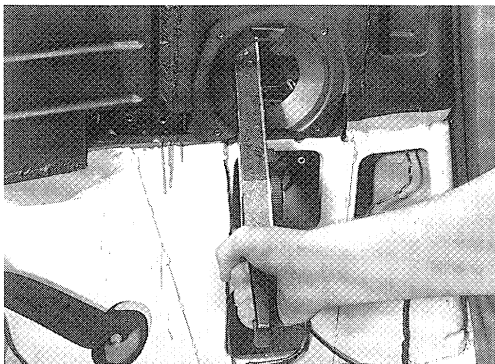
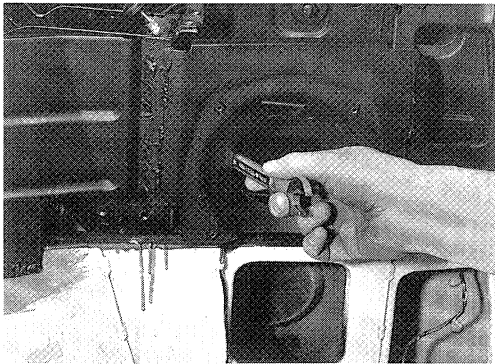
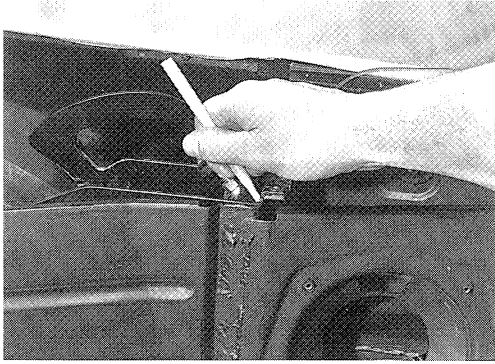
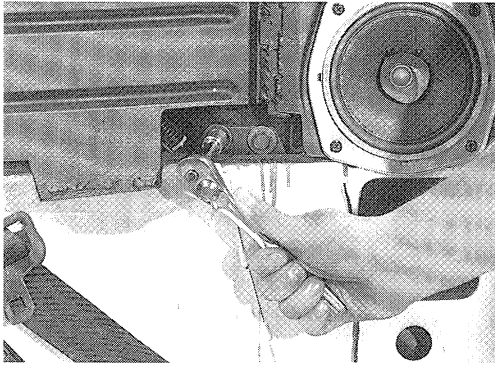
2. CONNECT BOTH SIDES STAY PADS TO NO.1 BOW.

- (a) Position No.1 bow to windshield header. Do not latch.
- (b) Secure stay pads to No.1 bow using six (6) 1/8 x .187 aluminum large flange rivets per side.
- (c) Install tape cover to rivets.



REAR AND SIDE RAIL COMPONENTS (cont'd)





REAR RAIL AND MAIN PIVOT (cont'd)

NOTE: Continue with **REMOVAL** procedure **ONLY** if main pivot bracket is to be removed. If main pivot bracket is not removed, go to **INSTALL** step 3.

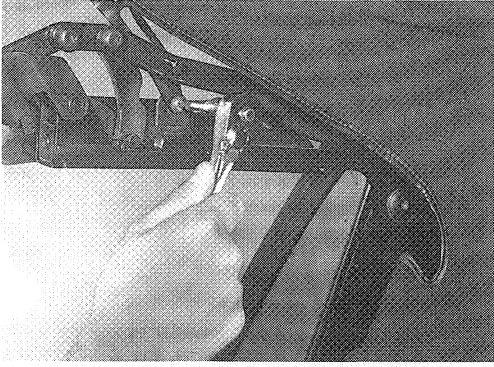
12. REMOVE TWO (2) BOLTS FROM MAIN PIVOT BRACKET EXTENSION AND REMOVE EXTENSION PLATE.
13. REMOVE MAIN PIVOT BRACKET ASSEMBLY.
 - (a) Remove hydraulic cylinder from main pivot bracket pin.
 - (b) Using a pencil, mark pivot bracket to body panel location.
 - (c) Remove two (2) bolts securing main pivot bracket to body panel and remove main pivot bracket from vehicle.

INSTALL

1. INSTALL MAIN PIVOT BRACKET ASSEMBLY.
 - (a) Position main bracket to body panel alignment marks.

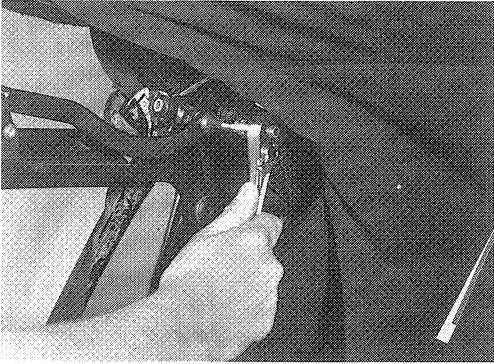
NOTE: Four (4) alignment pins (2 per side) are welded to the B-pillar section panel to aid top stack installation. Should the main pivot bracket require replacement, the alignment pins must be removed.
 - (b) Apply Loctite (P/N 271 or equivalent) to bolt threads.
Torque: 23 N·m (17 ft. lb.)
2. INSTALL MAIN PIVOT EXTENSION AND HYDRAULIC CYLINDER.
 - (a) Position hydraulic cylinder to main pivot bracket pin.
 - (b) Apply Loctite (P/N 271 or equivalent) to bolt threads and install extension using two (2) bolts.
Torque: 22 N·m (16 ft. lb.)

SIDE RAIL ASSEMBLY (cont'd)



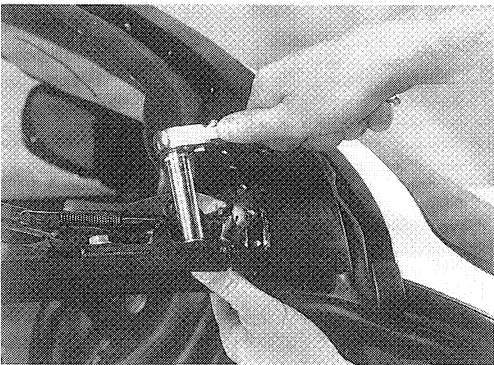
3. REMOVE BOLT FROM NO. 2 BOW CONTROL LINK AND CENTER RAIL.

Remove bolt and bushing from side to be serviced.



4. REMOVE BOLT FROM NO. 3 BOW ASSEMBLY, CENTER LINK AND REAR RAIL.

Remove bolt and three (3) bushings.



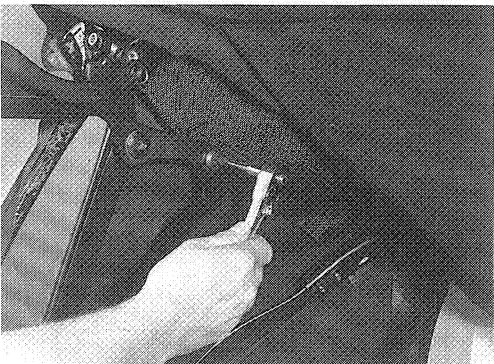
5. REMOVE FROM NO. 1 BOW.

(a) Using a pencil, mark the joint of the No. 1 bow and the side rail.

(b) Using a drill with a 4.8mm (3/16 in.) bit, remove rivet that "pins" the No. 1 bow to the front side rail (see 14-2).

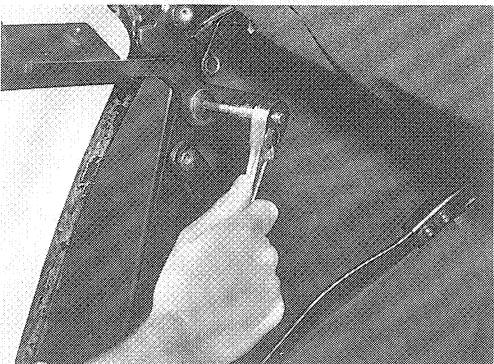
(c) Remove two (2) nuts and bolts securing No. 1 bow to the side rail assembly.

(d) Using a rule, note rivet hole location and transfer to new part.



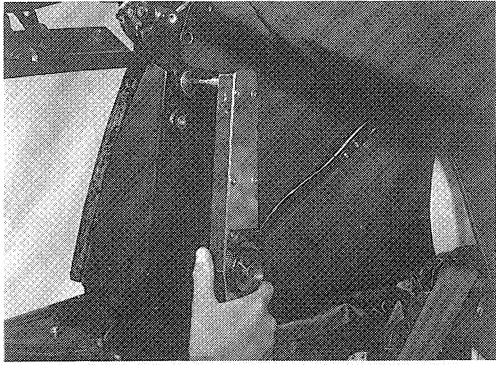
6. REMOVE BOLT FROM CENTER RAIL AND BALANCE LINK.

Hold side rail assembly to prevent it from "pivoting" and remove bolt and two (2) bushings.



7. REMOVE CENTER RAIL TO REAR RAIL BOLT.

Hold side rail assembly and remove bolt and bushing.

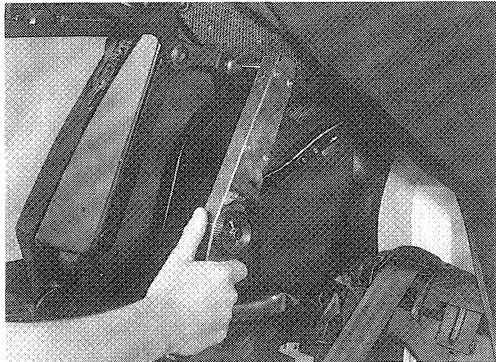


SIDE RAIL ASSEMBLY (cont'd)

INSTALL

1. INSTALL SIDE RAIL ASSEMBLY TO REAR RAIL.
 - (a) Align side rail assembly to rear rail.
 - (b) Apply Loctite (P/N 271 or equivalent) to bolt threads and install two (2) bushings and bolt.

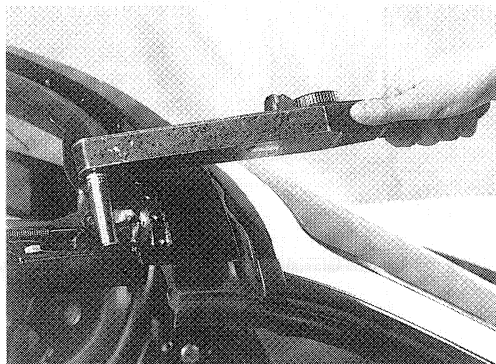
Torque: 17 N·m (13 ft. lb.)



2. INSTALL BALANCE LINK TO SIDE RAIL ASSEMBLY.
 - (a) Align balance link to side rail assembly.
 - (b) Apply Loctite (P/N 271 or equivalent) to bolt threads and install two (2) bushings and bolt.

Torque: 17 N·m (13 ft. lb.)

3. INSTALL SIDE RAIL ASSEMBLY TO NO. 1 BOW.



- (a) Position side rail assembly to No. 1 bow.
- (b) Install rivet (black 3/16 x 1/4 in. stainless steel) that "pins" the No. 1 bow to the side rail (see 14-2).
- (c) Apply Loctite (P/N 271 or equivalent) to bolt threads and install four (4) bolts and nuts.

Torque: 22 N·m (16 ft.lb.)



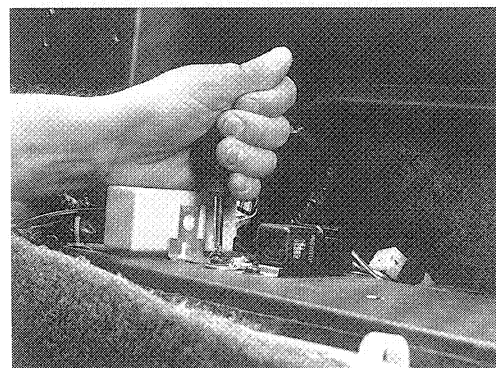
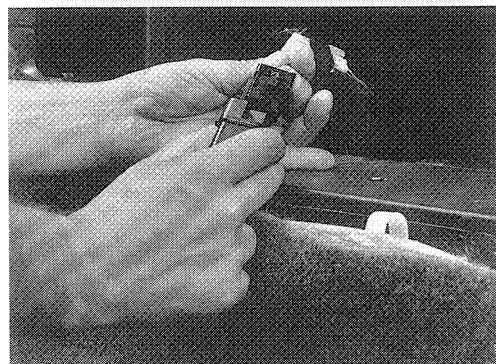
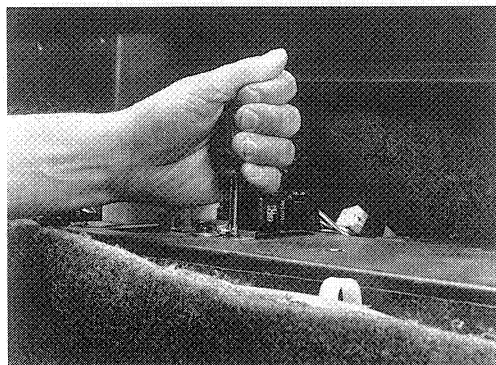
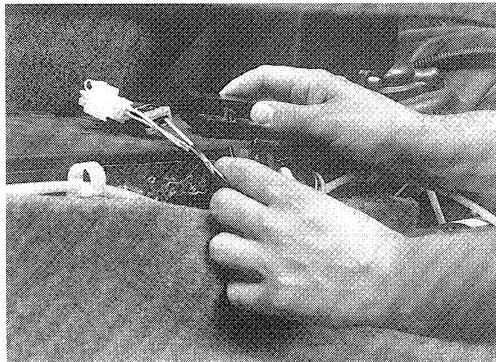
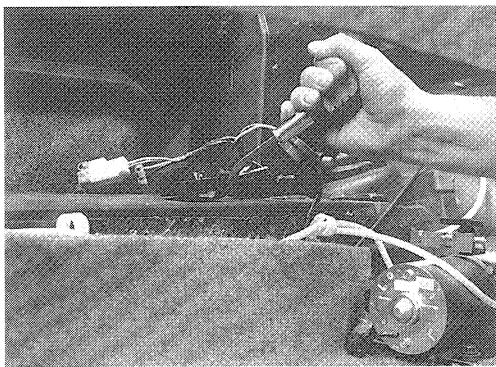
4. INSTALL CENTER LINK AND NO. 3 BOW ASSEMBLY TO REAR RAIL.
 - (a) Position center link and No. 3 bow to rear rail.
 - (b) Apply Loctite (P/N 271 or equivalent) to bolt threads and install three (3) bushings and bolt.

Torque: 17 N·m (13 ft. lb.)



5. INSTALL NO. 2 BOW TO CENTER RAIL.
 - (a) Align No. 2 bow control link slots to center rail pins.
 - (b) Apply Loctite (P/N 271 or equivalent) to bolt threads and install two (2) bushings and bolt.

Torque: 5 N·m (44 in. lb.)



FOLDING TOP LOGIC RELAY

REMOVE

1. OPEN REAR DECK LID AND REMOVE RIGHT WHEELHOUSE COVER ASSEMBLY (see 21-7).
2. REMOVE FOLDING TOP LOGIC RELAY.
 - (a) Disconnect rear jumper connector from relay.
 - (b) Pry relay retainer from body panel.

INSTALL

1. INSTALL FOLDING TOP LOGIC RELAY.
 - (a) Push relay retainer into position on body panel.
 - (b) Connect rear jumper connector to relay.
2. INSTALL RIGHT WHEELHOUSE COVER ASSEMBLY (see 21-8).
3. CHECK CONVERTIBLE TOP OPERATION AND CLOSE REAR DECK LID.

QUARTER WINDOW RELAY

REMOVE

1. REMOVE REAR SEAT BACK (see 4-5).
2. REMOVE QUARTER WINDOW RELAY.
 - (a) Peel cloth tape from relay.
 - (b) Disconnect and remove relay from jumper harness assembly.

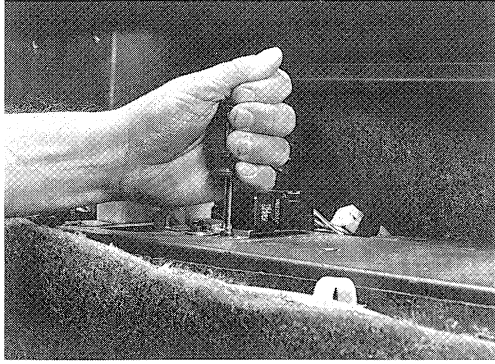
INSTALL

1. INSTALL QUARTER WINDOW RELAY.
 - (a) Connect relay to jumper harness connector and check quarter window operation.
 - (b) Secure relay to jumper harness using 2 inch wide cloth tape (3M P/N 021200-06970 or equivalent).
2. INSTALL REAR SEAT BACK (See 4-5).

POWER WINDOW AMPLIFIER

REMOVE

1. REMOVE REAR SEAT BACK (see 4-5).
2. REMOVE POWER WINDOW AMPLIFIER.
 - (a) Peel cloth tape from relay.
 - (b) Disconnect and remove relay from jumper harness assembly.



POWER WINDOW AMPLIFIER (cont'd)

INSTALL

1. INSTALL POWER WINDOW AMPLIFIER
 - (a) Connect amplifier to jumper harness connector and check power window operation.
 - (b) Secure amplifier to jumper harness using 2 inch wide cloth tape (3M P/N 021200-06970 or equivalent).
2. INSTALL REAR SEAT BACK (see 4-5).

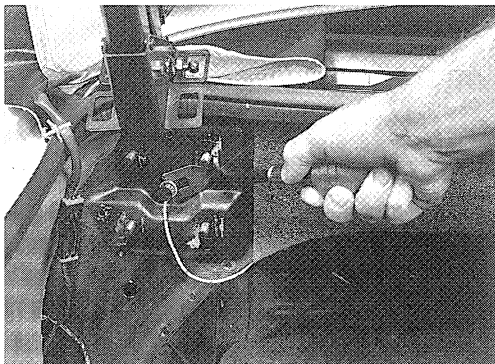
AUTOMATIC RESTRAINT CONTROLLER

REMOVE

1. REMOVE CONSOLE (see vehicle Service Manual).
2. REMOVE AUTOMATIC RESTRAINT CONTROLLER.
 - (a) Disconnect controller electrical connector.
 - (b) Remove two (2) screws and controller from vehicle.

INSTALL

1. INSTALL AUTOMATIC RESTRAINT CONTROLLER.
 - (a) Position controller to body panel and secure using two (2) screws.
 - (b) Connect electrical connector to controller.
2. CHECK AUTOMATIC RESTRAINT SYSTEM (see Functional Check, 8-4).
3. INSTALL CONSOLE (see vehicle Service Manual).



TRUNK ROOM LAMP SWITCH

REMOVE

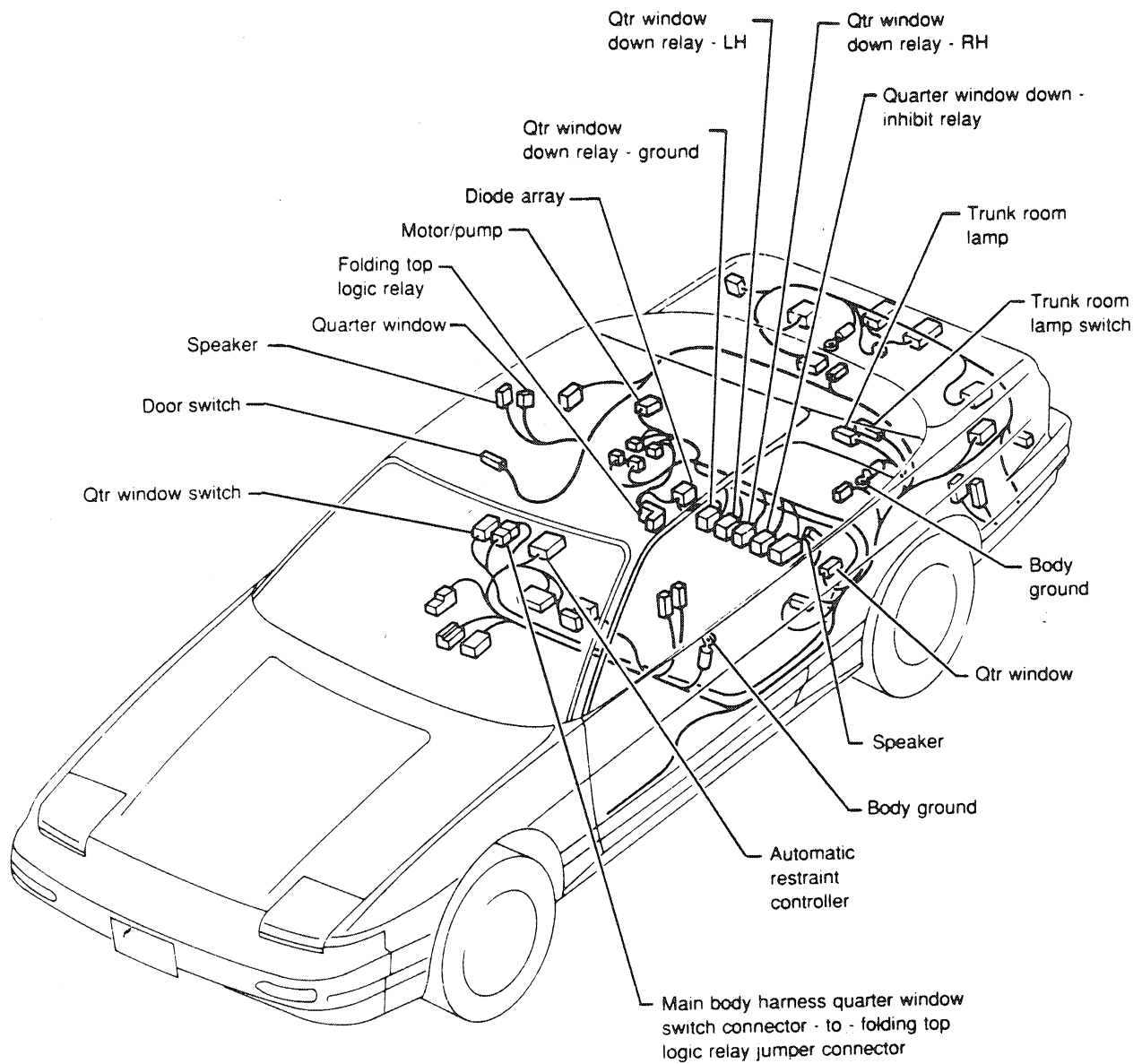
1. REMOVE LEFT DECK LID HINGE ASSEMBLY FROM REAR BRACE (see 21-5).
2. REMOVE TRUNK ROOM LAMP SWITCH.
 - (a) Pry switch from back belt wheelhouse brace.
 - (b) Disconnect switch electrical connector.



INSTALL

1. INSTALL TRUNK ROOM LAMP SWITCH.
 - (a) Connect electrical connector to main harness.
 - (b) Push switch into back belt wheelhouse brace opening.
2. INSTALL LEFT DECK LID HINGE ASSEMBLY (see 21-6).

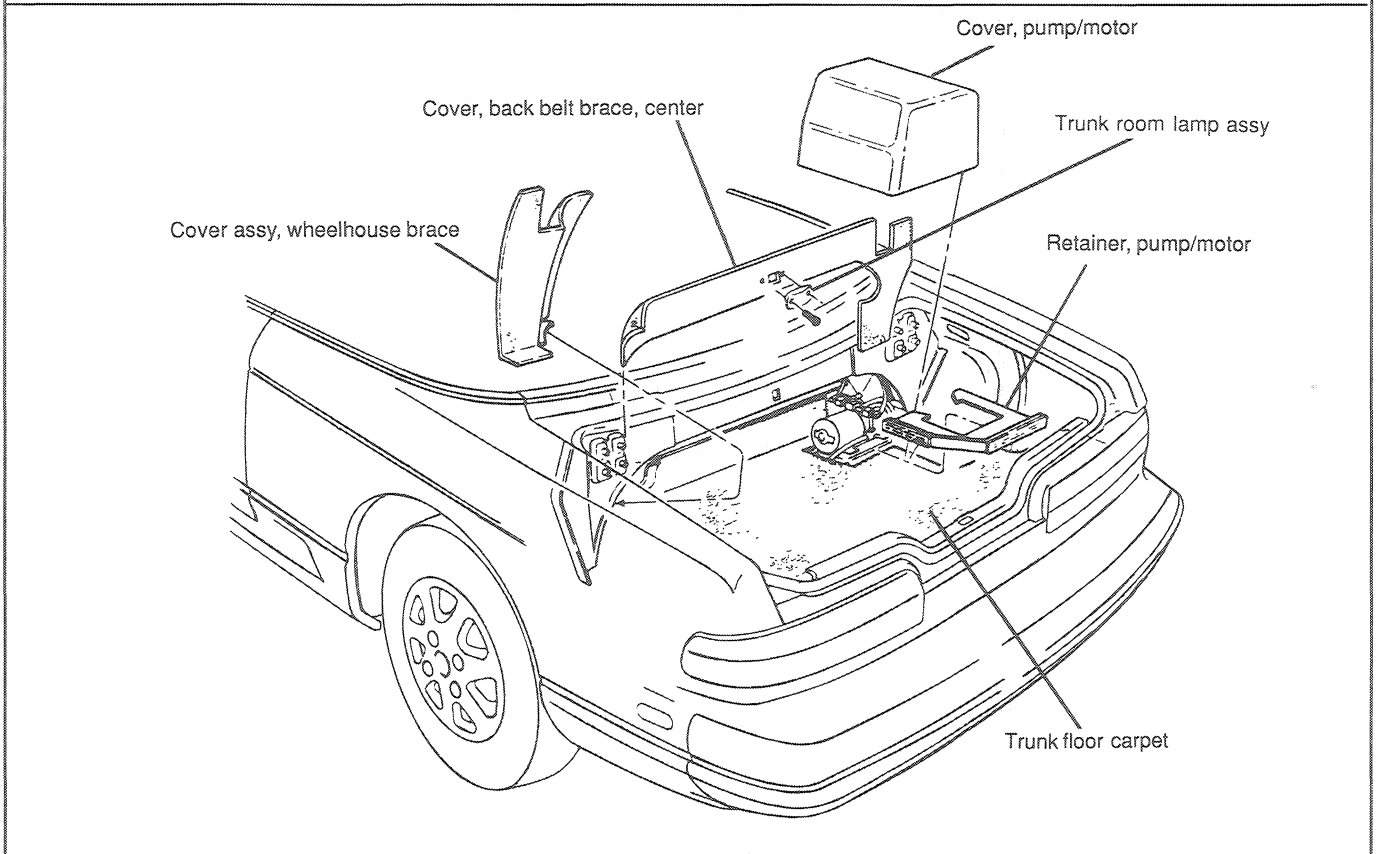
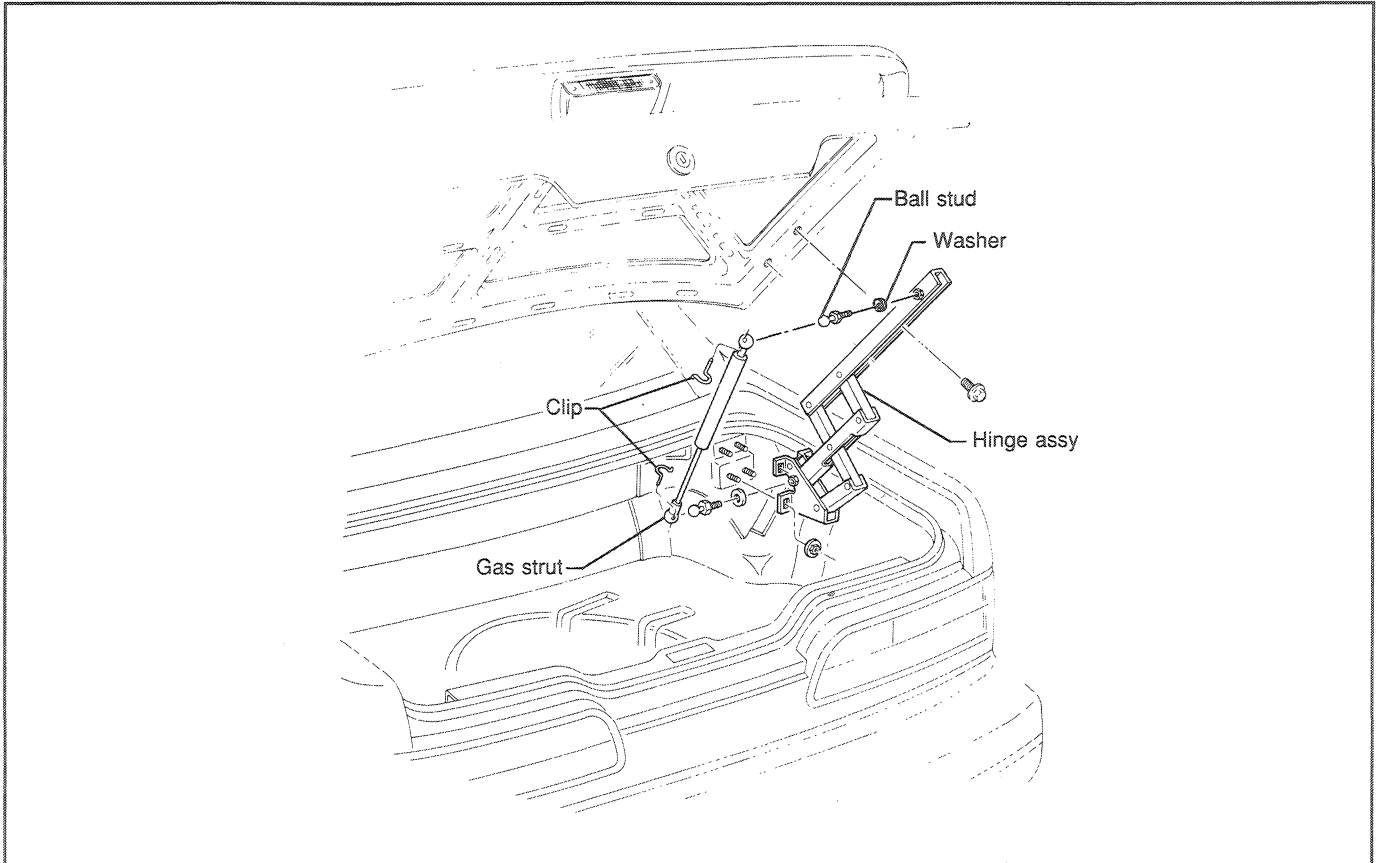
MAIN BODY HARNESS LAYOUT

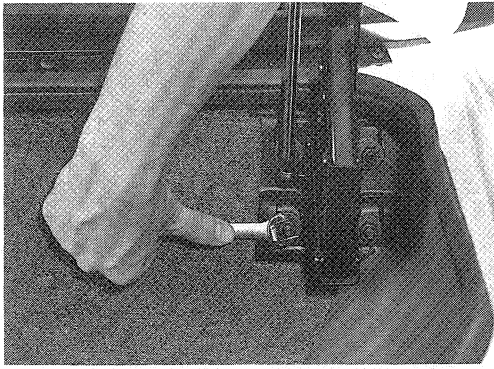


Symptoms

Door windows do not operate "up" or "down" when switch is depressed.	●	●			
Both quarter windows do not operate "up" or "down" when switch is depressed.	●	●	●		
One quarter window does not operate "up" or "down" when switch is depressed.	●	●			●
Both quarter windows do not operate "down" when TOP UP switch is depressed.	●	●		●	
Preliminary Check.					
Power Windows Electrical Diagram.					
Power Quarter Window Electrical Diagnostic Procedure #1.					
Power Quarter Window Electrical Diagnostic Procedure #2.					
Power Quarter Window Electrical Diagnostic Procedure #1 (Step 6).					

DECK LID HINGE AND TRUNK TRIM COMPONENTS

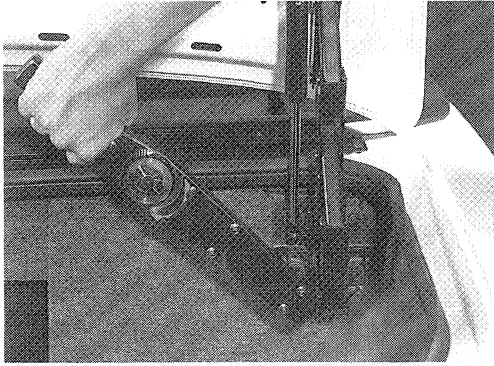




ADJUSTMENTS (cont'd)

3. ADJUST DECK LID HINGE.

- (a) Loosen four (4) nuts securing hinge plate to reinforcement.
- (b) Move hinge to desired position.



- (c) Tighten four (4) hinge plate-to-reinforcement nuts.

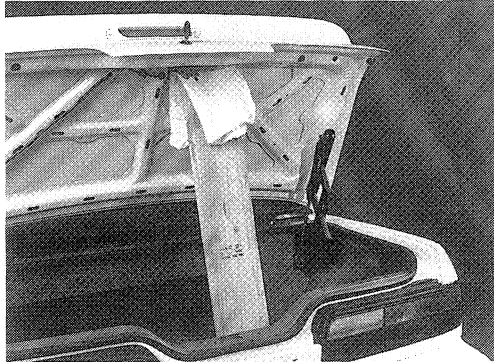
Torque: 25 N·m (18 ft. lb.)

- (d) Close deck lid and check alignment. If necessary, repeat steps 1 through 3 on other side of vehicle.

GAS STRUT OPERATION CHECK

1. OPEN DECK LID APPROXIMATELY HALFWAY.
2. RELEASE DECK LID.

Specification at 20° C (68°F) Deck lid should "free rise" to full open position.



GAS STRUT

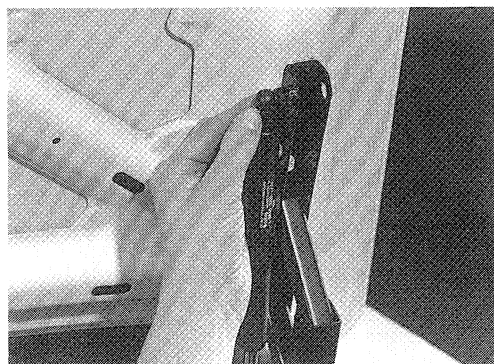
REMOVE

1. SUITABLY SUPPORT DECK LID IN FULL OPEN POSITION.

2. REMOVE DECK LID GAS STRUT.

WARNING:

- o Be careful not to scratch or nick gas strut rod. A damaged strut rod may cause gas leakage.
- o Contents of the gas strut are under pressure. Do not take apart, puncture, apply heat or allow fire near gas strut.



- (a) Remove clip from upper end of gas strut, and remove strut from ball stud.
- (b) Remove clip from lower end of gas strut, and remove strut from vehicle.

