

BUICK

Know-how

REATA CONVERTIBLE TOP

FYI: JJROVERHOLDINGS is not a commercial firm; we don't sell dash plaques or wheel rebuild kits. We're a charitable trust set up by Joanne and me (thus the "JJ") to give a little back to the world which has given us so much. Our very best to you all this holiday season. - Jerry (ALF) and Joanne Sellers



CONTENTS

SECTION 1. DESCRIPTION AND OPERATION	1
DESCRIPTION	1
LOWERING THE TOP STACK	3
RAISING THE TOP STACK	5
SECTION 2. IDENTIFY WATERLEAKS/WINDNOISE	9
VERIFY THE COMPLAINT	9
PHYSICAL INSPECTION FOR WATERLEAKS AND WINDNOISE	9
ISOLATING WATERLEAKS AND WINDNOISE	10
SYMPTOM GUIDE	11
SECTION 3. CONVERTIBLE TOP STACK AND STOWAGE PANEL ADJUSTMENTS	13
ADJUSTMENT #1 WINDSHIELD HEADER RECEIVER	14
ADJUSTMENT #2 1-BOW ADJUSTMENT	15
ADJUSTMENT #3 MAIN PIVOT BRACKET	15
ADJUSTMENT #4 BALANCE LINK	16
ADJUSTMENT #5 5-BOW PIN	16
ADJUSTMENT #6 4-BOW ADJUSTMENT	17
ADJUSTMENT #7 SIDE B-PILLAR WEATHERSTRIP	17
ADJUSTMENT #8 SIDE FRONT AND REAR WEATHERSTRIPS	18
ADJUSTMENT #9 TOP STACK ASSIST SPRING	19
ADJUSTMENT #10 CONTROL ROD ADJUSTMENT	19
ADJUSTMENT #11 STOWAGE PANEL ALIGNMENT	19
ADJUSTMENT #12 STOWAGE PANEL FRONT LATCH	20
ADJUSTMENT #13 STOWAGE PANEL REAR HEIGHT	21
ADJUSTMENT #14 STOWAGE PANEL TORQUE ROD TENSION	21
ADJUSTMENT #15 5-BOW RELEASE CABLE	22
STOWAGE PANEL WEATHERSTRIP	23
SECTION 4. REPLACING THE ROOF OUTER COVER	25
REMOVAL	25
INSTALLATION	27

SECTION 1. DESCRIPTION AND OPERATION

DESCRIPTION

The Reatta convertible top stack is constructed of a complex steel frame covered with a durable vinyl material. The top stack is raised and lowered manually and includes a back glass with a defogger. The 1-bow attaches to the windshield header at two points, sealing to the windshield header. Similarly, the rear attaches to the stowage panel at two points, sealing to the stowage panel (Fig. 1).

5-bow pins for 1990 are the manual push-in type. The rear of the top stack is closed by hand (Fig. 2).

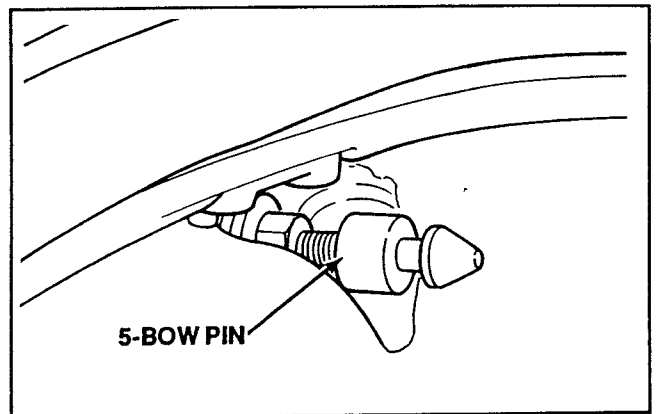


Figure 2. 5-Bow Pins

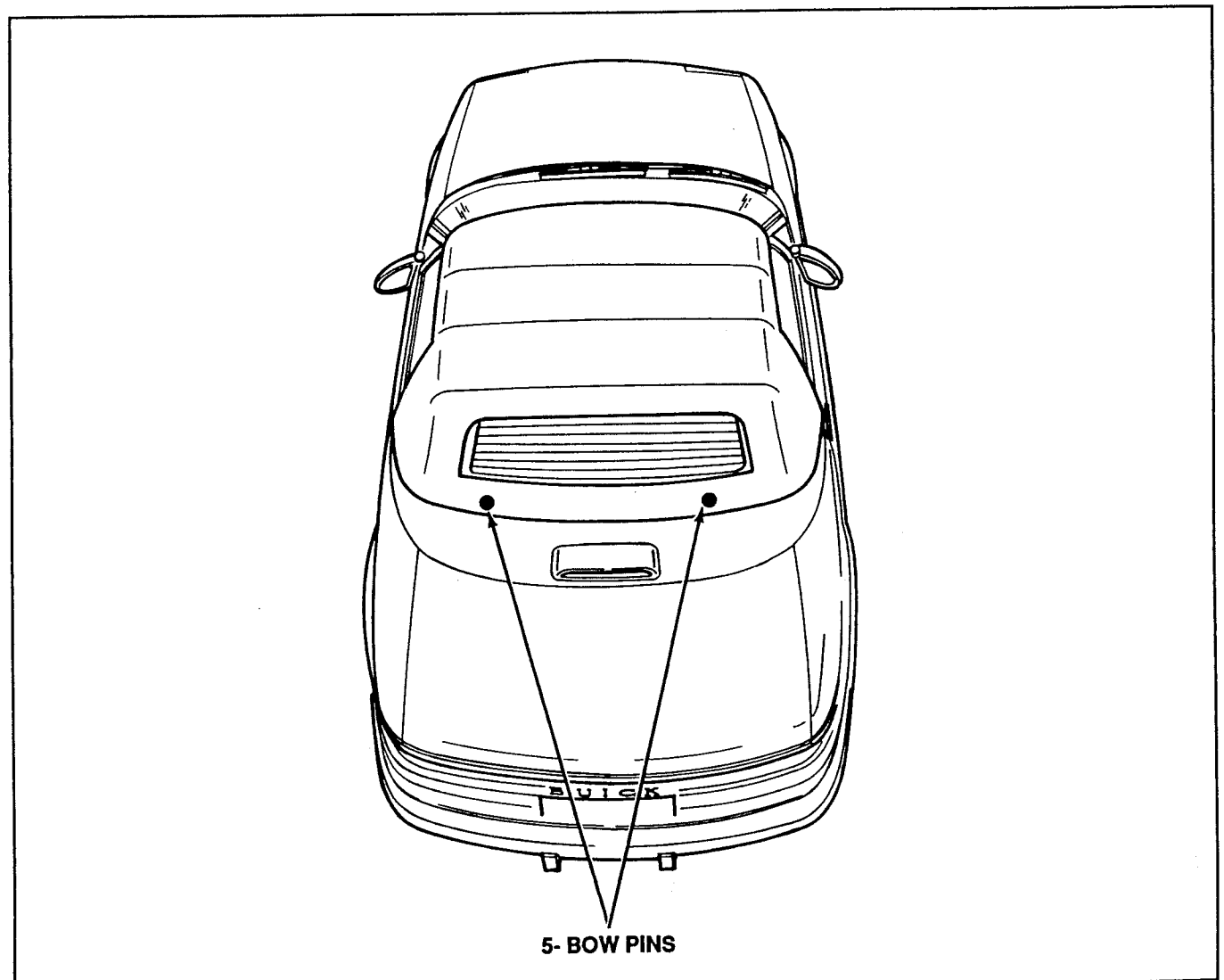


Figure 1. Reatta Top Attaching Points

Another design utilizes electric **pull-down motors** and **augers** on the 5-bow. After the top stack is set in place, two torque-sensing motors automatically draw the rear of the top stack to the stowage panel. The motors stop when the 5-bow is tight (Fig. 3).

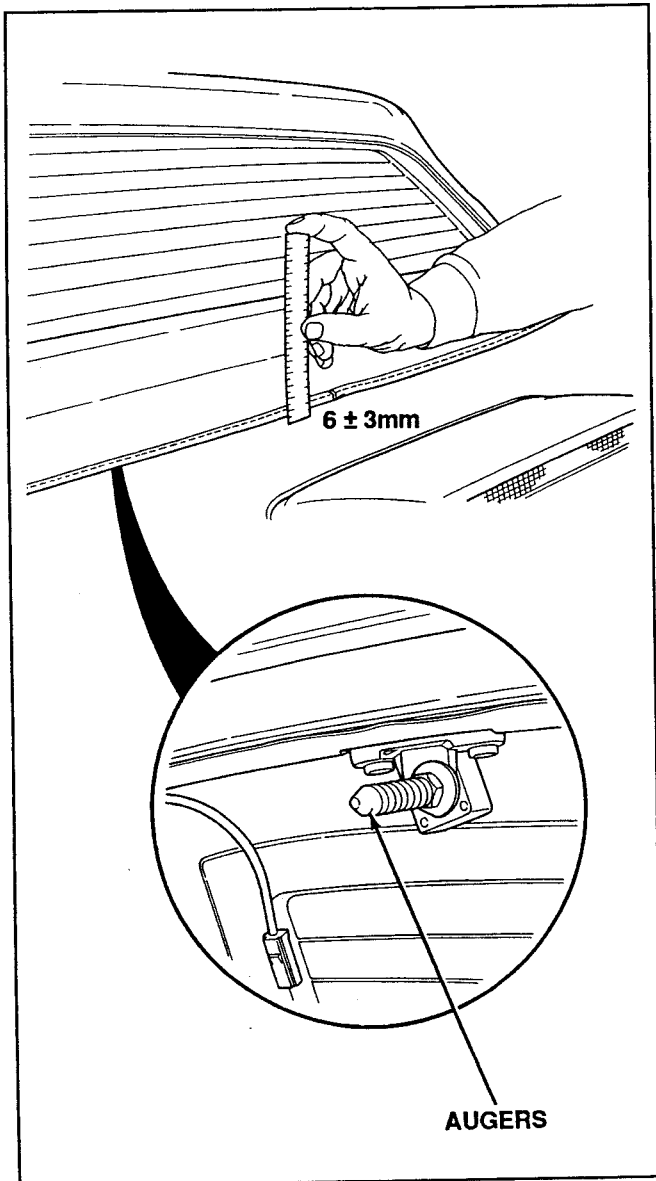


Figure 3. 5-Bow Augers

The stowage panel is a steel outer skin bonded to a stamped steel inner framework. The stowage panel is hinged to the body structure, conceals the folded top stack, and seals out water along its rear edge. Water runs into two special troughs which channel into the rear wheelhouses and quarter panels for "water management control."

The stowage panel has an electric release switch behind the driver's seat. When the switch is pressed, the two stowage panel latches release. Two spring-loaded torsion bars, called torque rods, cause the stowage panel to "pop" open a few inches (Fig. 4).

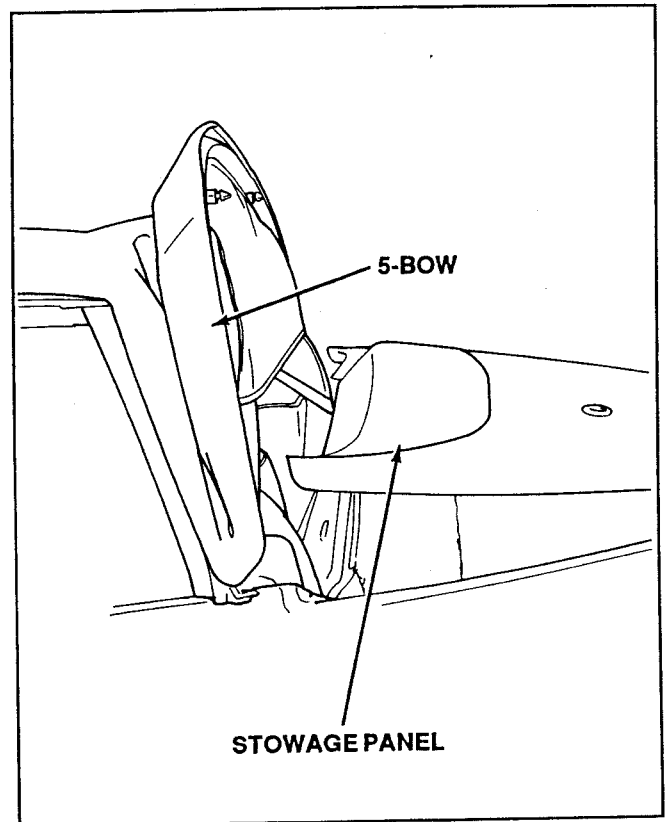


Figure 4. Stowage Panel Opening

The top stack stows in the storage compartment. A "stowage panel" conceals the folded top stack for a sleek appearance (Fig. 5).

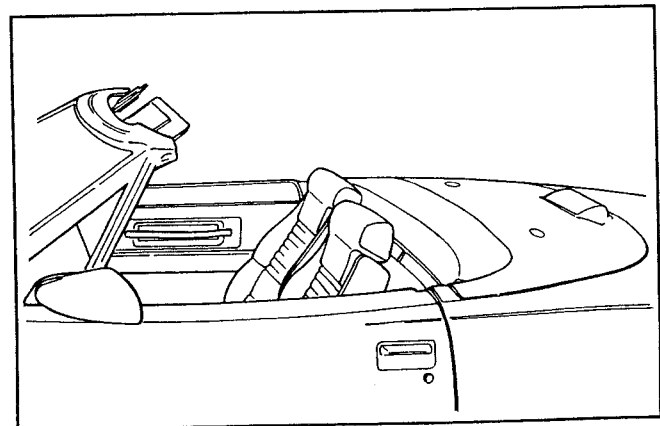


Figure 5. Reatta Top, Lowered

SECTION 1. DESCRIPTION AND OPERATION

LOWERING THE TOP STACK

Damage to the top stack and vehicle will result if these guidelines are not followed. If the protective shipping wrap is still on a new Reatta top stack, remove it before attempting to lower the top stack to prevent damage to the top material.

1. Place the transaxle in Park and the ignition in Run. Lower the sun visors and rotate the 1-bow latch augers outboard (Fig. 6). Be sure the deck lid is closed.

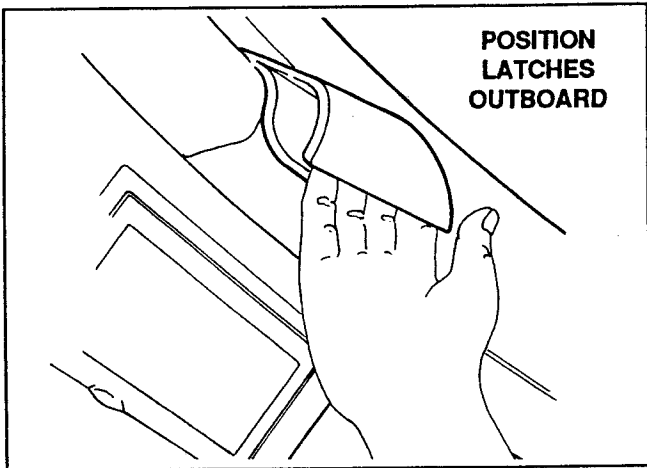


Figure 6. Release Latches

2. Release headliner flaps and fold them inboard (Fig. 7).

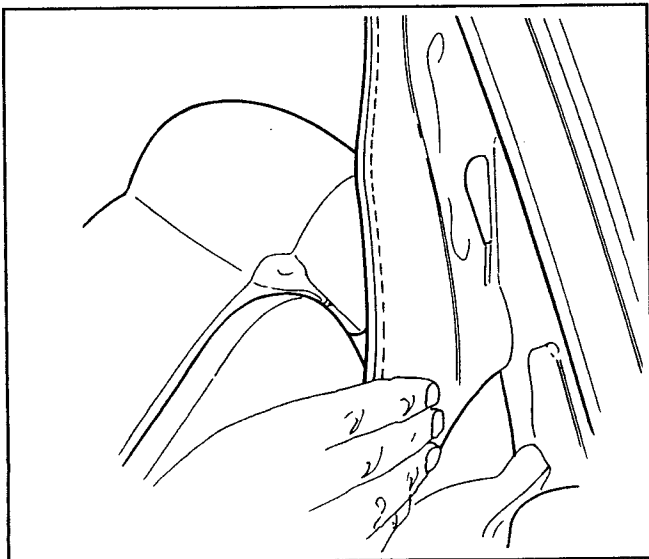


Figure 7. Release Headliner

3. Release 5-bow pins (Fig. 8).

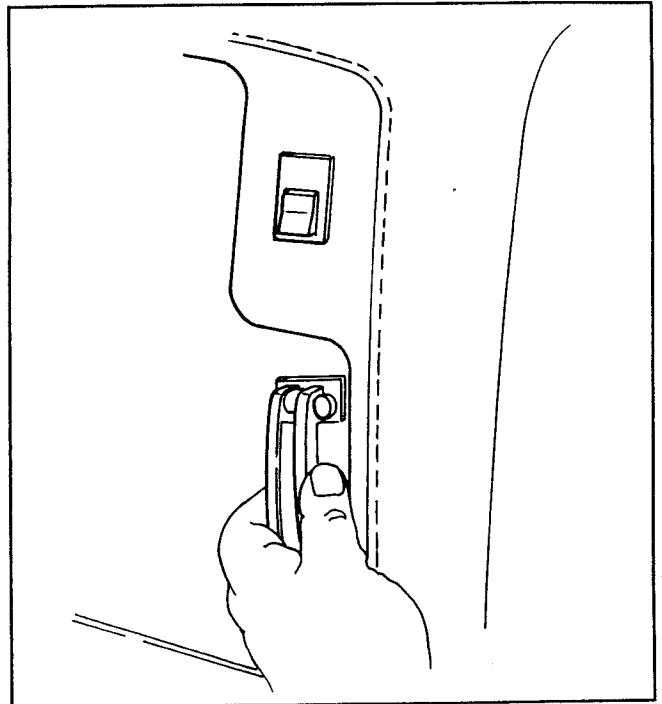


Figure 8. Release 5-Bow Pins

4. Raise the 5-bow to the 90° position (Fig. 9).

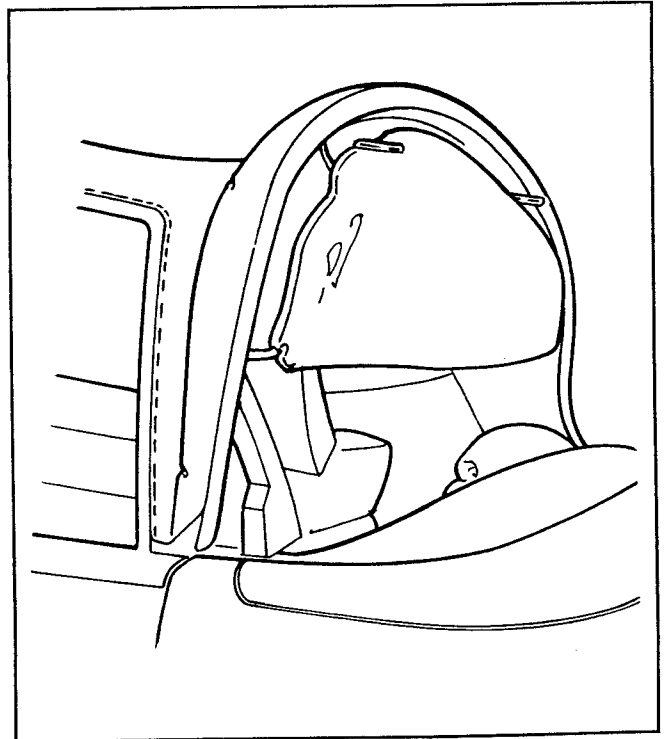


Figure 9. Raise 5-Bow 90°

5. Activate the stowage panel release switch (Fig. 10).

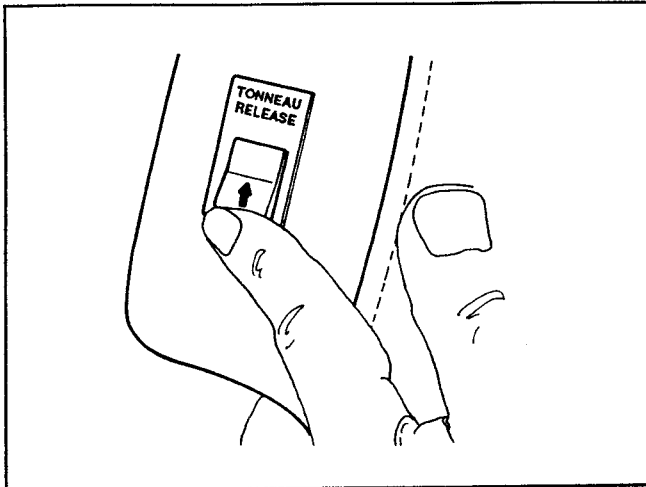


Figure 10. Release Stowage Panel

6. Open the stowage panel to the hold-open position (Fig. 11). Never lift the 1-bow without first opening the stowage panel. The top stack hinges will damage the stowage panel vinyl applique.

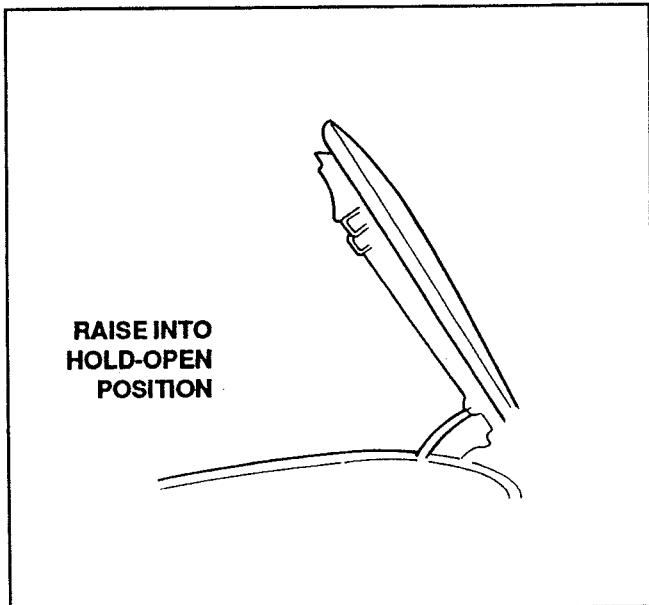


Figure 11. Open Stowage Panel

7. Slightly pull on the 1-bow to angle it upward (Fig. 12).

NOTICE: Failure to angle the 1-bow upward will break the control rod.

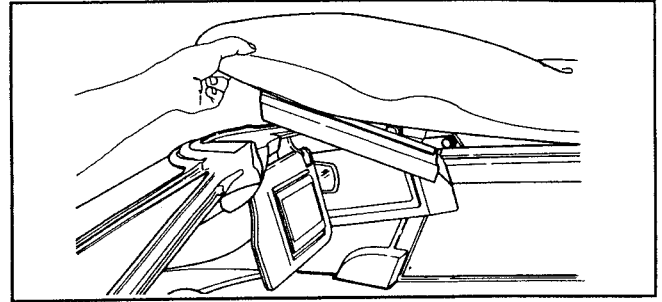


Figure 12. Angle 1-Bow Upward

8. Lower the top stack into the stowage compartment (Fig. 13).

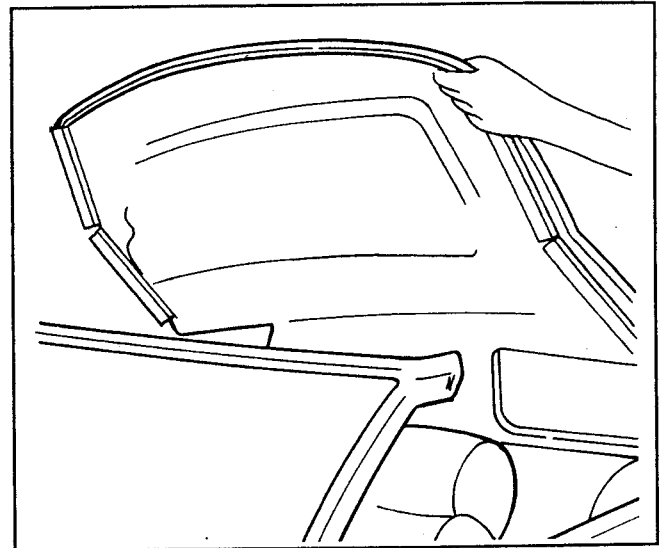


Figure 13. Lower Roof Assembly

9. Shut the stowage panel by slamming in one motion (Fig. 14).

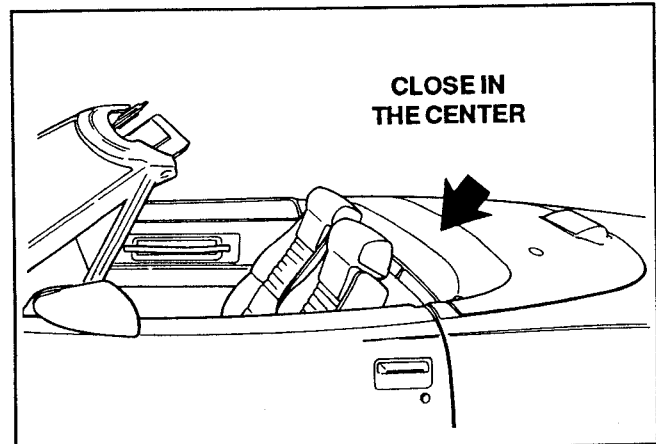


Figure 14. Close Stowage Panel

SECTION 1. DESCRIPTION AND OPERATION

RAISING THE TOP STACK

1. Place the transaxle in Park and the ignition in Run. Activate the stowage panel release switch (Fig. 15). Be sure the deck lid is closed.

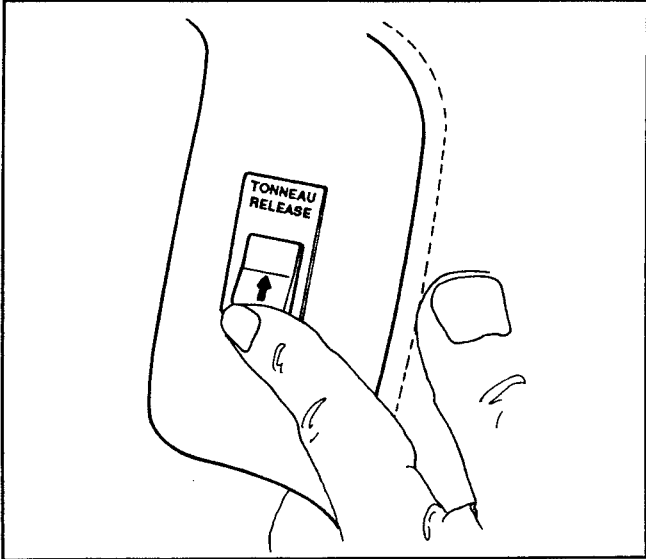


Figure 15. Activate Stowage Release Switch

2. Open the stowage panel to the hold-open position (Fig. 16).

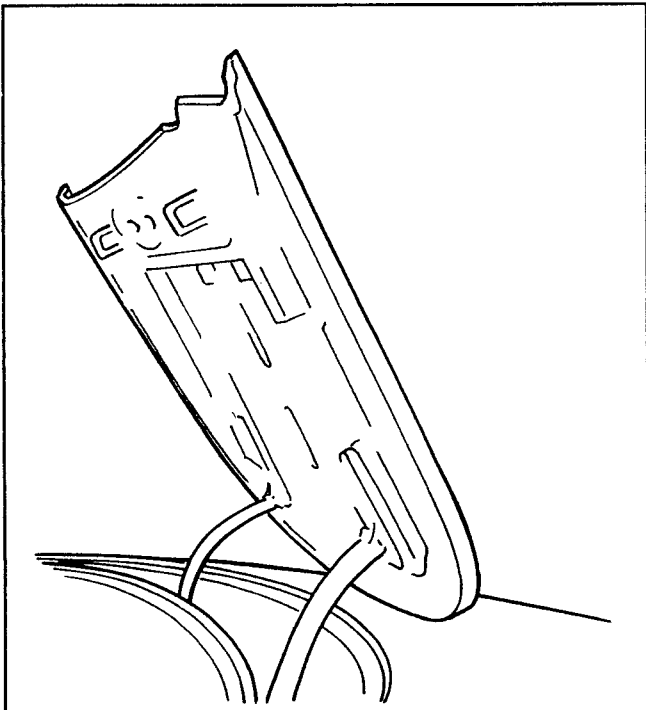


Figure 16. Open Stowage Panel

NOTICE: Do not pull or push on the 5-bow to completely raise the top stack. This forces the 1-bow well past its normal range of travel. When this happens, the augers damage the windshield header panel, making it necessary to replace the header panel. Other critical adjusting components in the top stack assembly could be broken, bent, or misaligned due to improper raising techniques.

3. Lift the top stack by the 1-bow up and out of the stowage compartment. Raise it until the 1-bow nears the windshield header (Fig. 17).

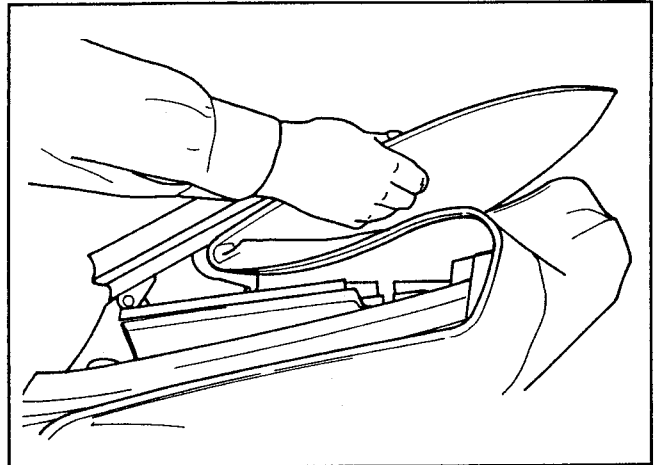


Figure 17. Raise Top

4. Insert the augers into the receivers and actuate the handles to lock the top stack to the windshield header (Fig. 18). Raise the sun visors.

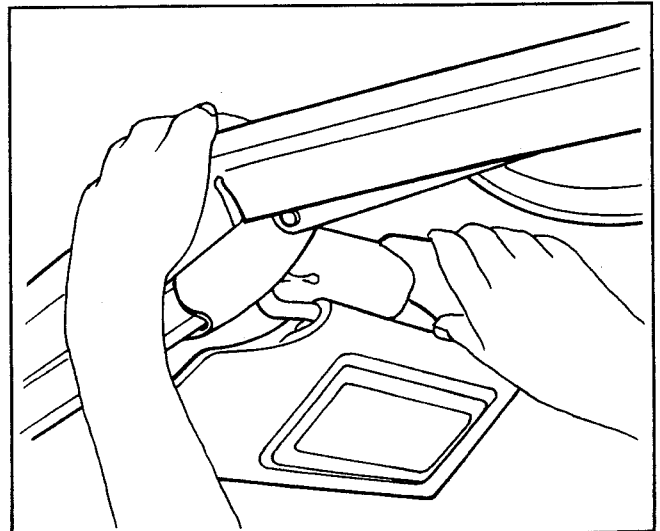


Figure 18. Lock Latches

NOTICE: If the 5-bow is not in the vertical position before the stowage panel is lowered, the stowage panel will cut the top material at the same place on each side of the top stack. The top material may require replacement (Fig. 19).

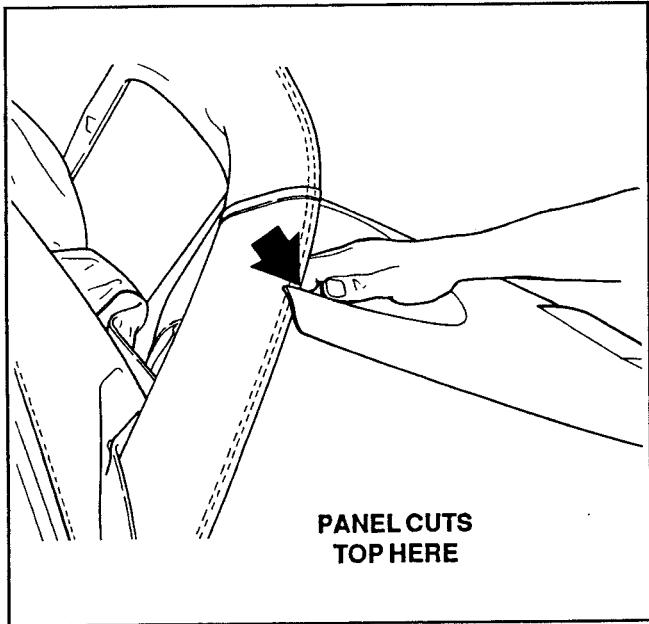


Figure 19. Improper Closure Cuts Top

5. Raise the 5-bow 90° (Fig. 20).

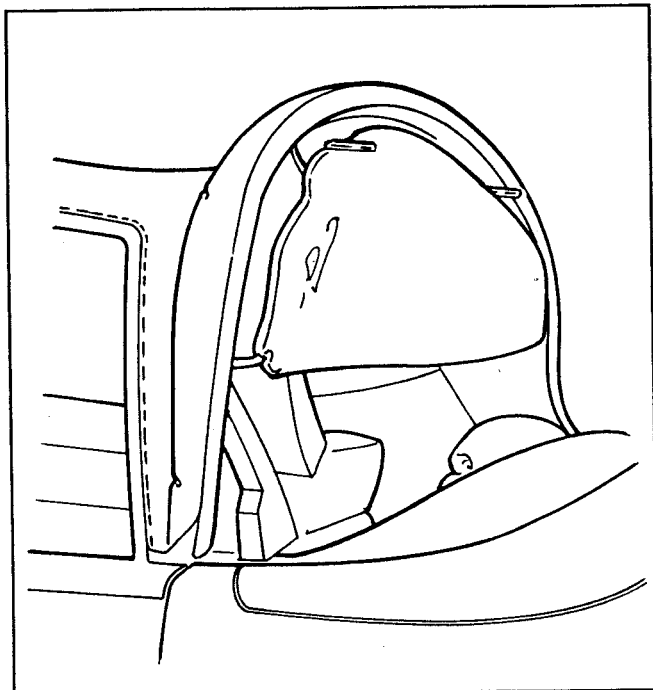


Figure 20. Raise 5-Bow to Vertical

6. Shut the stowage panel by slamming in one motion (Fig. 21).

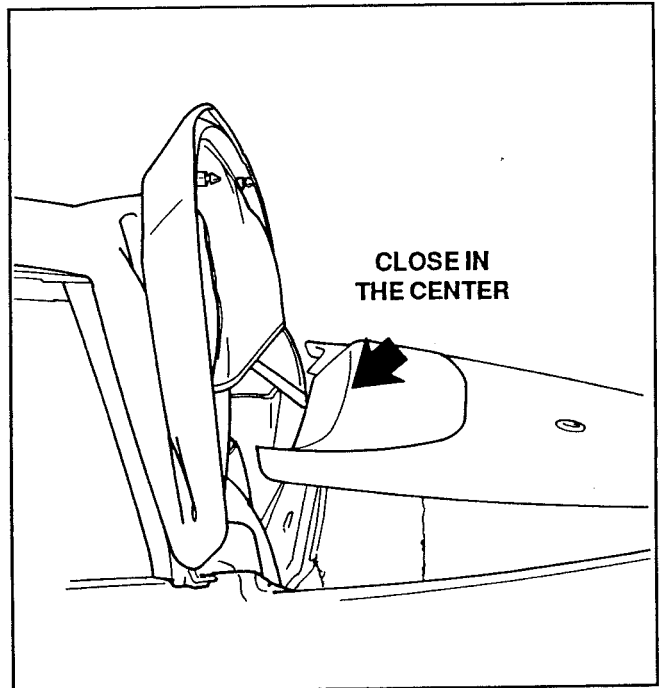


Figure 21. Close Stowage Panel

7. Pull the red detent release lever near the main pivot bracket (Fig. 22).

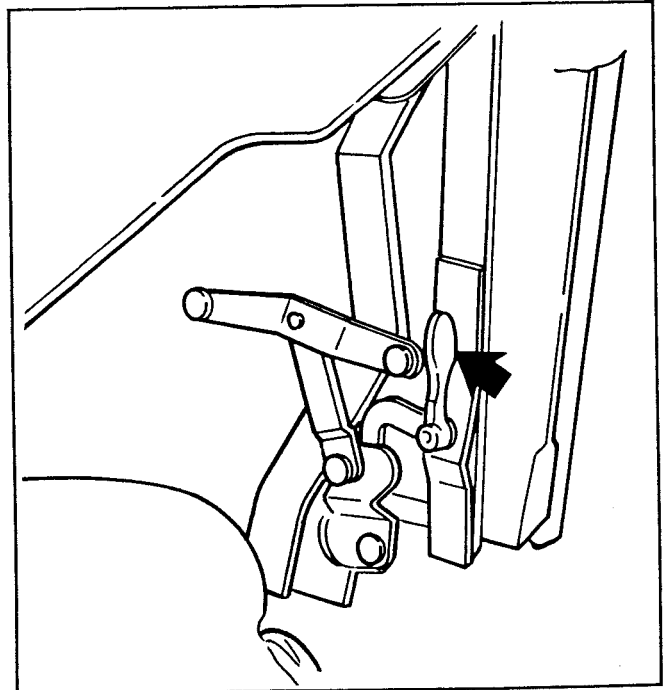


Figure 22. Pull Release Lever

SECTION 1. DESCRIPTION AND OPERATION

8. Slam the 5-bow to the stowage panel (Fig. 23).

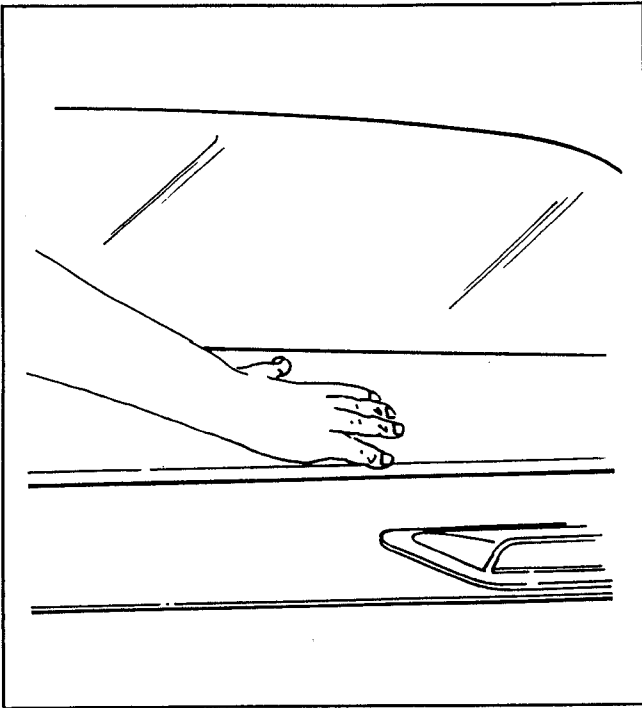


Figure 23. Slam 5-Bow to Stowage Cover

10. Attach the headliner flaps to the pivot bracket area (Fig. 25).

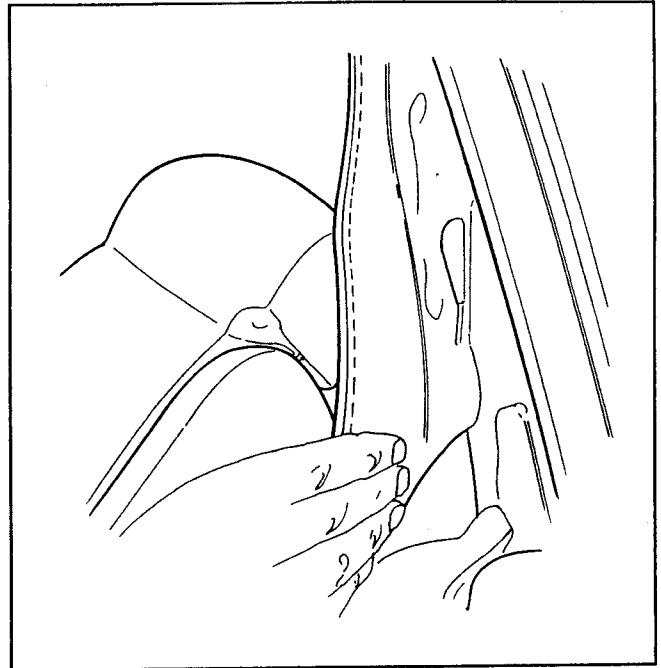


Figure 25. Attach Headliner

9. For models with electric pull-down motors, engage the 5-bow augers to the stowage panel to allow the pull-down motors to operate (Fig. 24).

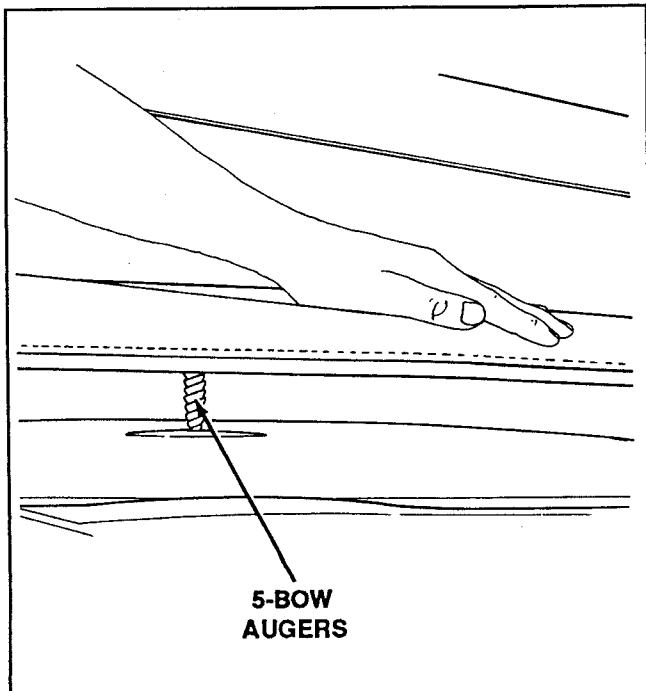


Figure 24. Electric Pull-Down Motor Actuation

SECTION 2. IDENTIFY WATERLEAKS/ WINDNOISE

Complaints may be in the following areas: waterleaks, windnoise, improper operation, misaligned components, and pin-popping. Verify the complaint, then perform a physical inspection. Certain complaints require isolation tests while others do not. Refer to the Symptom Guide for a specific repair or adjustment.

VERIFY THE COMPLAINT

A **waterleak** is obvious; water is present in the vehicle interior or in the stowage compartment. However, water in the upper and lower drain troughs is a normal condition.

Windnoise may be less obvious. Road test the vehicle to verify the windnoise complaint; the vehicle may be operating normally. Since the convertible top stack has many protruding edges that normally cause windnoise, the only type of windnoise that is repairable is poor sealing surfaces, such as the windshield header, side roof rails, B-pillars, and 5-bow weatherstrips.

Improper operation refers to high operating effort, high door closing effort, or stowage panel problems. Go directly to the Symptom Guide.

Misaligned components are relatively obvious. For example, the 1-bow augers do not align with the receivers, or the stowage panel is uneven. Go directly to the Symptom Guide.

Pin-popping is a condition that will be an unwanted surprise to the driver. The 5-bow pins may “pop” out of the stowage panel as the vehicle is being driven on a very rough road, or over railroad tracks. Go directly to the Symptom Guide.

PHYSICAL INSPECTION FOR WATERLEAKS AND WINDNOISE

Waterleaks may occur along the windshield header seal, each door glass weatherstrip, at the 5-bow weatherstrip, and at the stowage panel weatherstrip. Another very important area to check is the top stack material itself. A small tear in the top stack material could be responsible for a waterleak or a windnoise complaint (Fig. 26).

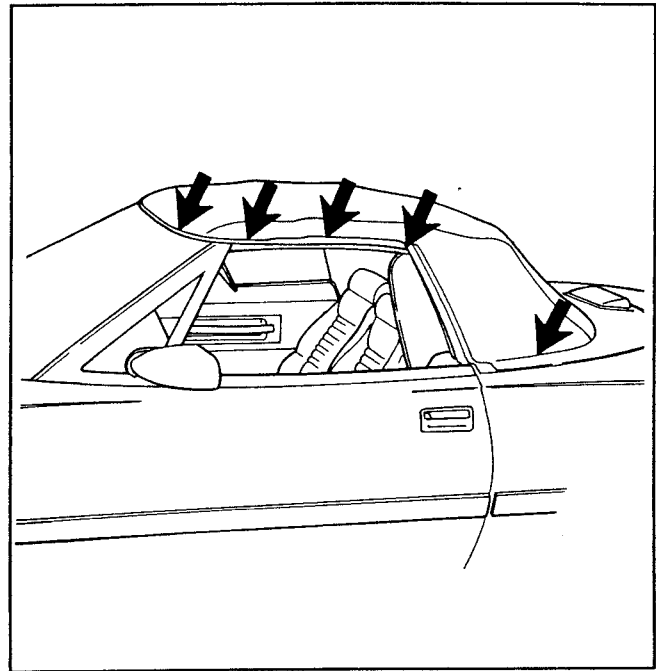


Figure 26. Possible Leak Points

If the road test confirms a windnoise, look closely in the area where the windnoise generates to visually locate a cause. A misaligned door glass weatherstrip can cause a windnoise (Fig. 27).

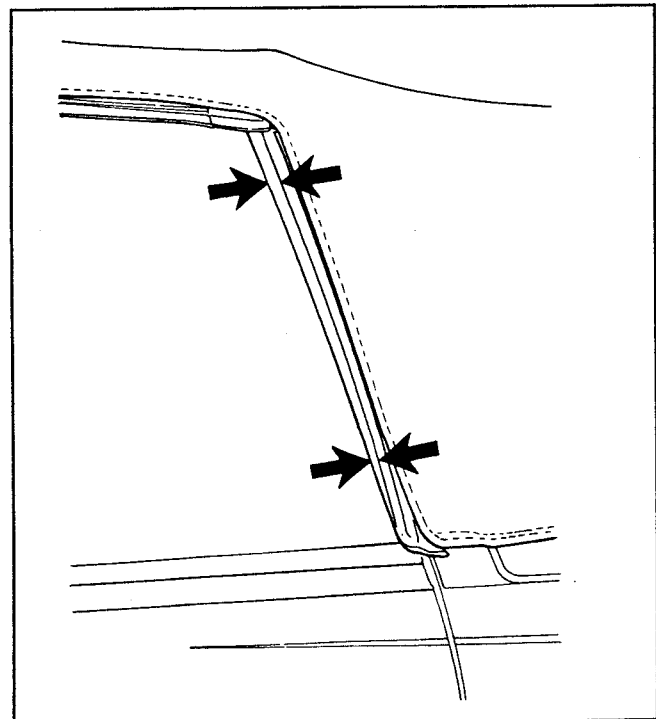


Figure 27. Misaligned Door Glass Weatherstrip

ISOLATING WATERLEAKS AND WINDNOISE

NOTICE: The use of a high-pressure sprayer can create leaks. Do not use a high pressure sprayer when isolating a waterleak.

1. Always start from below using low water pressure.
2. Slowly work up along the suspected area to find the waterleak (Fig. 28).
3. If the leak is across the windshield header, slowly run water along the header from one side to the other to identify the leak source (Fig. 29).

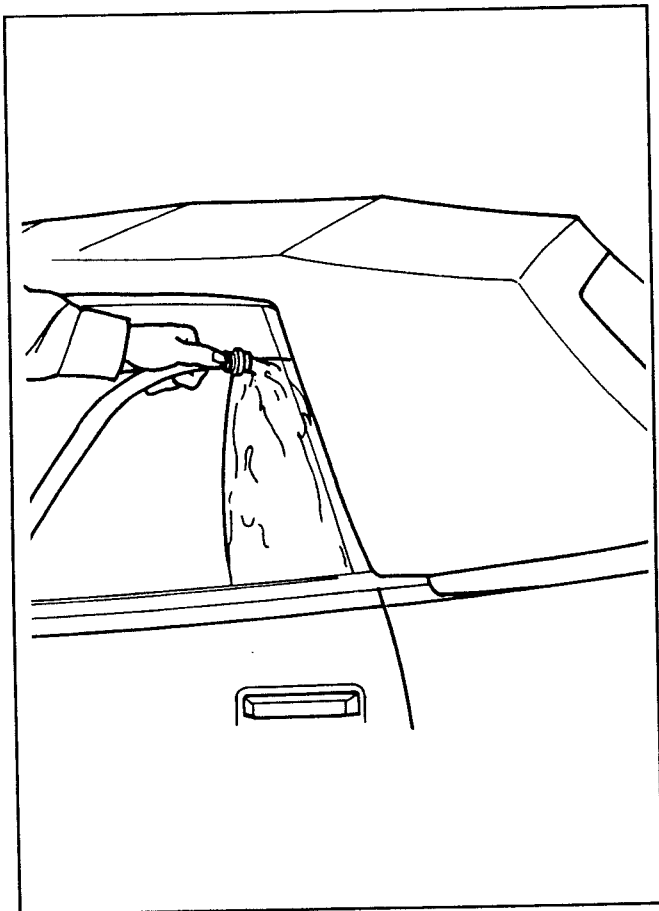


Figure 28. Leak Testing B-Pillar Weatherstrip

Isolate windnoise at the weatherstrips using a stethoscope and the vehicle's ventilation system.

1. Turn the fan on high to pressurize the interior.

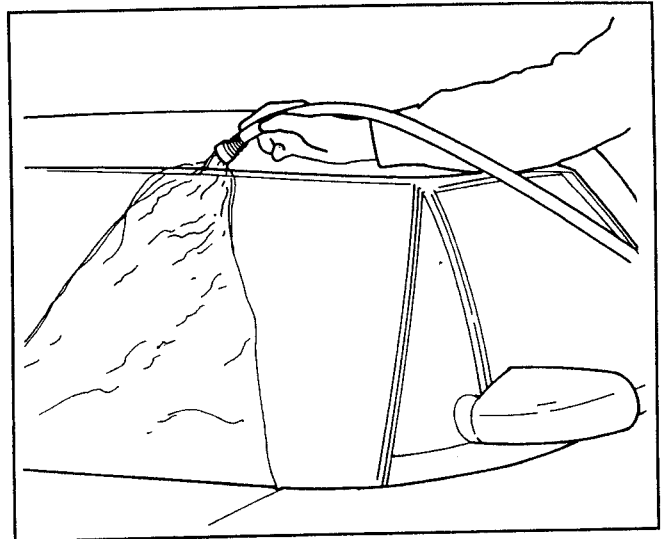


Figure 29. Work Across Windshield Header

2. With the top stack up and fully latched, roll up both windows and close the doors.
3. Using a stethoscope, listen along weatherstrips for escaping air (Fig. 30).

Instead of using the ventilation system, use a Sonic Tester (J 26419). The tone generator transmits an electronic signal that a receiver picks up. Refer to Know-How 117, **Understanding Windnoise**, for more about windnoise.

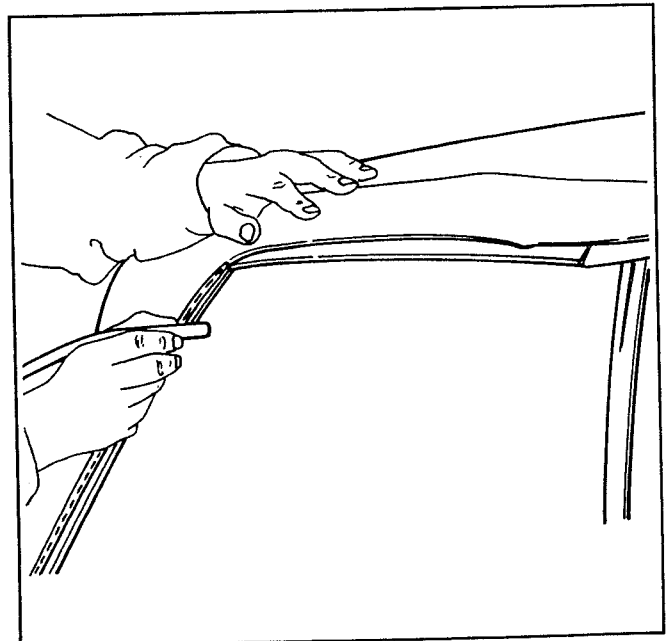


Figure 30. Vehicle Air Pressure Test

SECTION 2. IDENTIFY WATERLEAKS/WINDNOISE

SYMPTOM GUIDE

COMPLAINT	CAUSE	ADJUST OR REPAIR
Wind/Water Leaks		
Waterleaks across windshield header	Header loose	Windshield Header Receiver, page 14.
Wind/waterleaks; door glass side	B-pillar weatherstrip leaks	Main Pivot Bracket, page 15. Side B-Pillar Weatherstrip, page 17.
Wind/waterleaks; door glass top	Side weatherstrip leaks	Balance Link, page 16. Side Front and Rear Weatherstrips, page 18.
Waterleaks into the stowage compartment	5-bow weatherstrip leaks Stowage panel weatherstrip leaks	5-Bow Pin, page 16. Stowage Panel Alignment, page 19. Stowage Panel Front Latch, page 20. Stowage Panel Rear Height, page 21.
Improper Operation		
Front latches too tight	Incorrect auger/receiver adjustment	Windshield Header Receiver, page 14.
Difficult to close 1-bow/rear of top	Misaligned pin, bracket, or 4-bow	Main Pivot Bracket, page 15. 5-Bow Pin, page 16. 4-Bow Adjustment, page 17.
Top is difficult to raise and lower	Misaligned balance link or spring	Balance Link, page 16. Top Stack Assist Spring, page 19.
Door is difficult to close	Misaligned door weatherstrips	Side B-Pillar Weatherstrip, page 17. Side Front and Rear Weatherstrips, page 18.
5-bow latch doesn't operate	5-bow latch cable loose	5-Bow Release Cable, page 22.
Stowage panel releases incorrectly	Torque rod misadjusted	Torque Rod Adjustment, page 21.
Misaligned Components		
Augers don't align with receivers	Auger/receiver misalignment	Windshield Header Receiver, page 14. 1-Bow, page 15. Balance Link, page 16.
1-bow/windshield not parallel	1-bow not parallel to header	Balance Link, page 16.
Top stack material scratches paint	Top stack material contacts stowage panel	5-Bow Pin, page 16.
Stowage panel gap uneven	Stowage panel misaligned	Stowage Panel Alignment, page 19. Stowage Panel Front Latch, page 20. Stowage Panel Rear Height, page 21.
Top stack material loose/wrinkled	4-bow misaligned	4-Bow Adjustment, page 17.
Pin Popping		
5-bow pops open on rough roads	5-bow pins misaligned	5-Bow Pins, page 16.

SECTION 3. CONVERTIBLE TOP STACK AND STOWAGE PANEL ADJUSTMENTS

The Reatta convertible top stack requires up to 15 separate adjustments. For a severely damaged or misaligned top stack that requires new parts, all 15

adjustments must be performed in the sequence provided (Fig. 31).

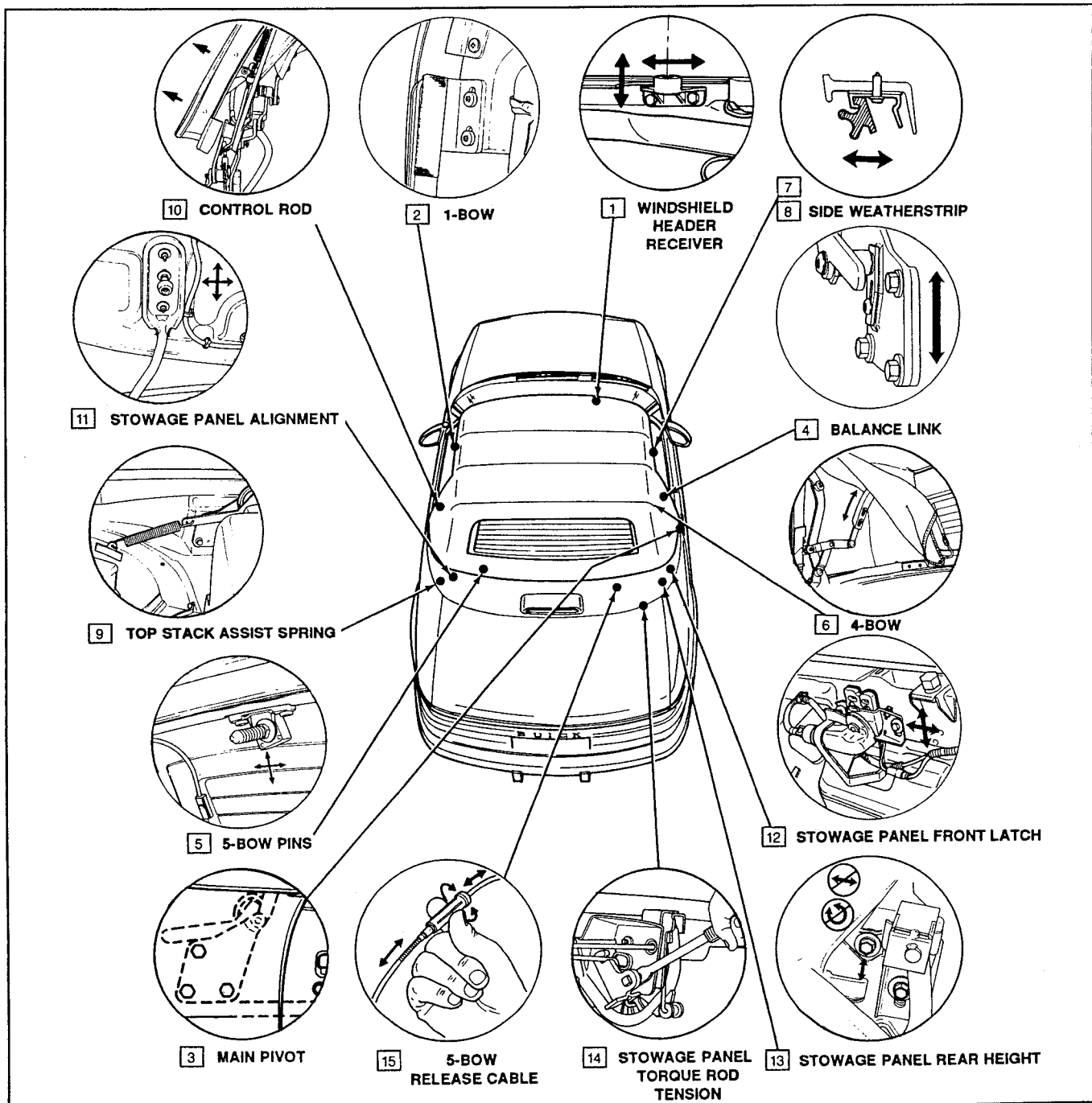


Figure 31. The 15 Adjustments

ADJUSTMENT #1: WINDSHIELD HEADER RECEIVER

1. Remove the sunshade screws and the sunshade.
2. Remove the screw and sunshade receptacle.
3. Lower the molding (Fig. 32).

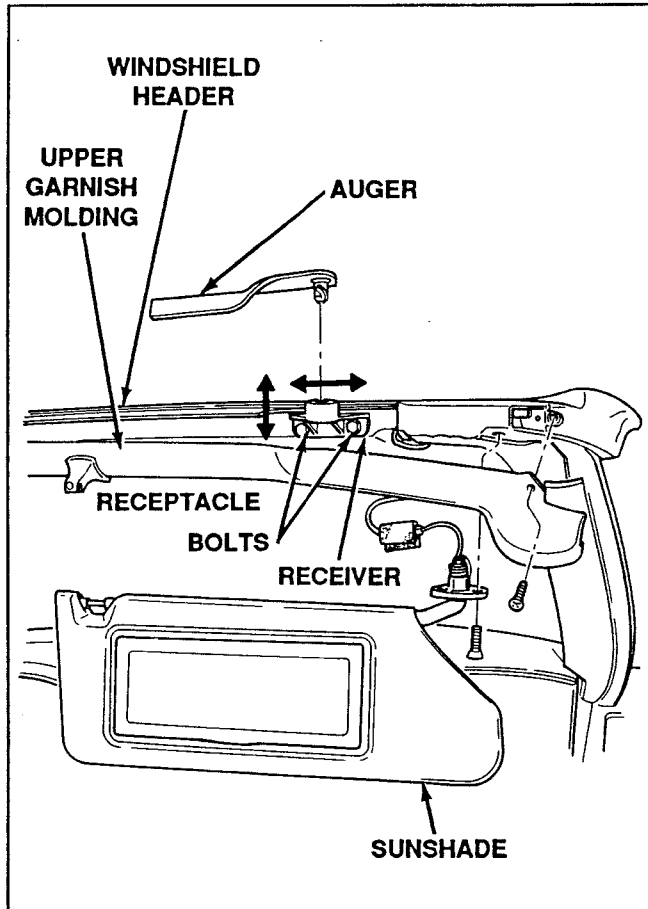


Figure 32. Access Receiver

4. Loosen the bolts and fit the auger into the receiver.
5. Have a helper push down on the 1-bow. When the desired seal pressure is achieved, tighten the two receiver bolts (Fig. 33).

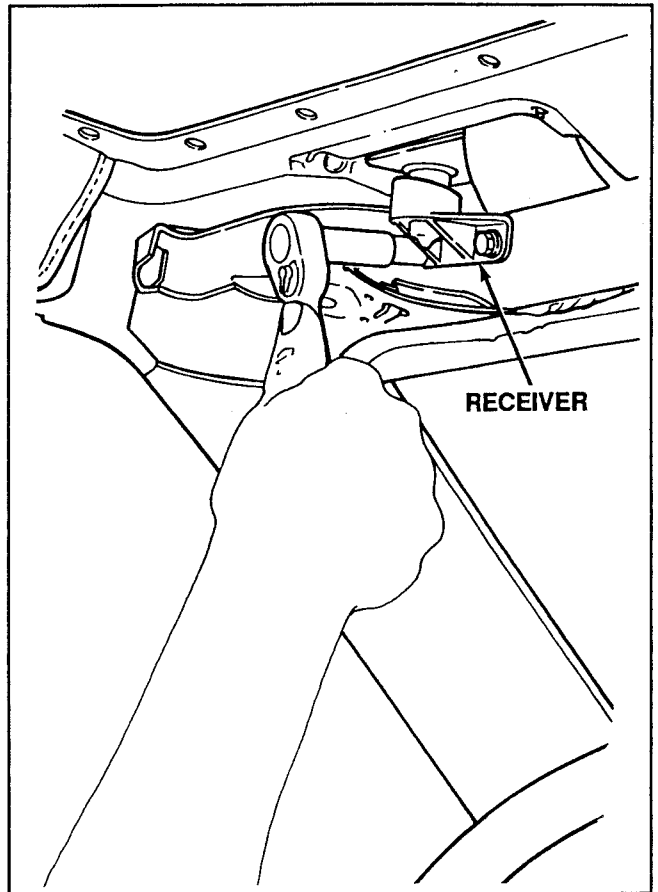


Figure 33. Adjust Receiver

6. Hold the molding in position, install the receptacle and sunshades.

SECTION 3. CONVERTIBLE TOP STACK AND STOWAGE PANEL ADJUSTMENTS

ADJUSTMENT #2: 1-BOW ADJUSTMENT

NOTICE: This adjustment should only be performed during replacement of the 1-bow and should be avoided if possible, because other misalignments may occur after performing this adjustment. When the 1-bow is adjusted away from the side rail assembly, it stretches the side horizontal weatherstrips and could cause a waterleak if gaps are created between the weatherstrips. If this adjustment is necessary, the side horizontal weatherstrips will also have to be adjusted.

1. Loosen the screws fastening the side rail assembly and 1-bow.
2. Align the augers and receivers, then tighten the set screws (Fig. 34).

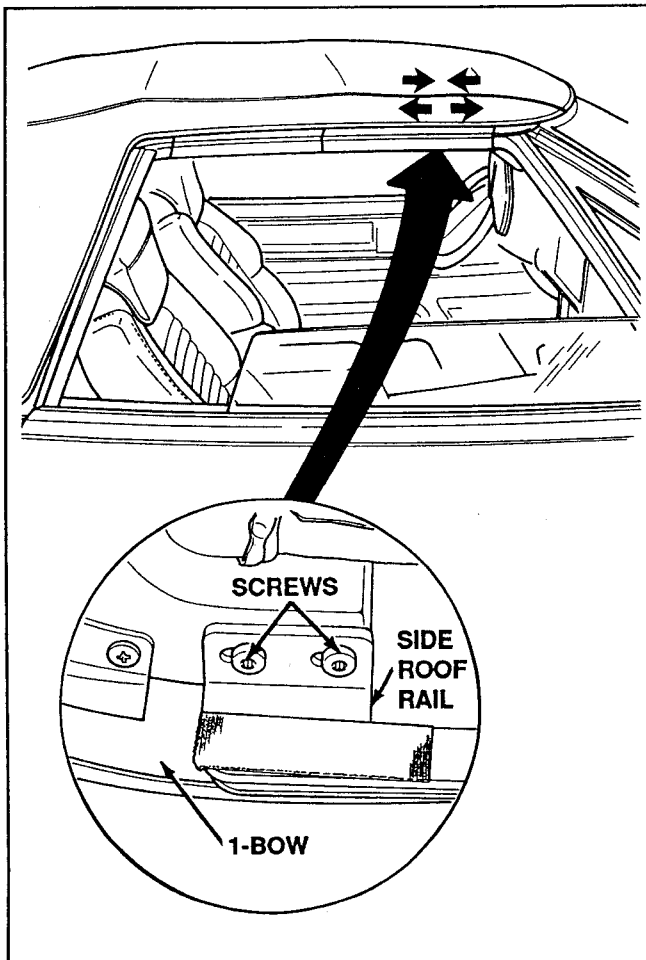


Figure 34. Adjust 1-Bow

3. Test the horizontal weatherstrips for waterleaks. Perform adjustment #8 (Fig. 35).

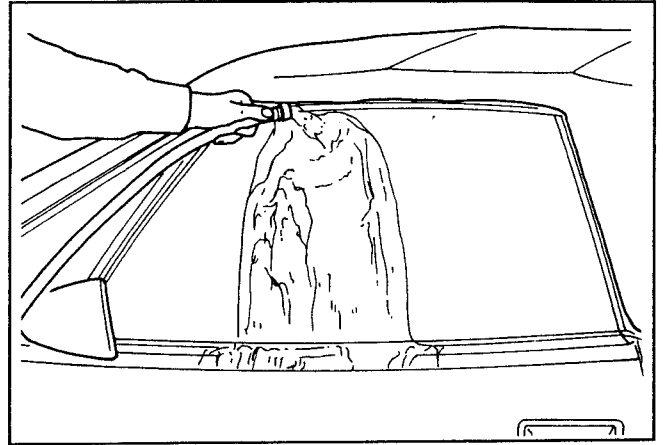


Figure 35. Test for Waterleaks

ADJUSTMENT #3: MAIN PIVOT BRACKET

1. Open the stowage panel for access to the bracket. Raise the 5-bow to 90°.
2. Loosen the three bolts and adjust the roof up, down, fore, or aft, as needed. The bracket must remain in the same relationship after the adjustment (Fig. 36).
3. Tighten the bolts.
4. Verify 1-bow adjustment.

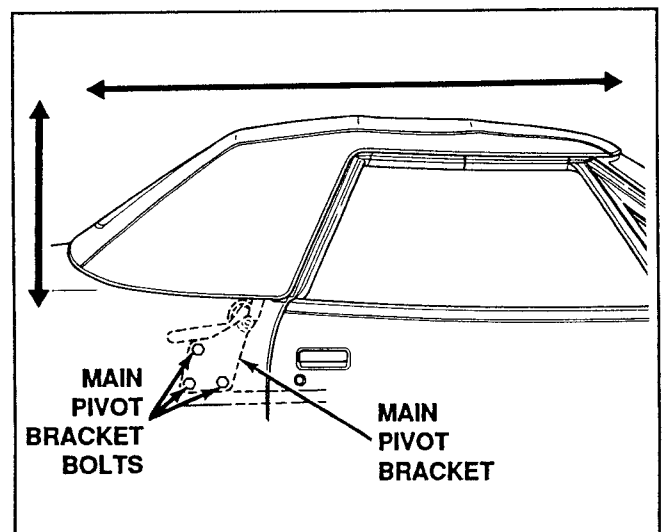


Figure 36. Adjust Main Pivot Bracket

ADJUSTMENT #4: BALANCE LINK

The balance link stabilizes the raise/lower operation of the top stack.

1. Raise the 5-bow and open the stowage panel. Latch the augers, raise the windows, and close the doors.
2. Loosen the two bolts. Push down on the link to take up slack (Fig. 37).

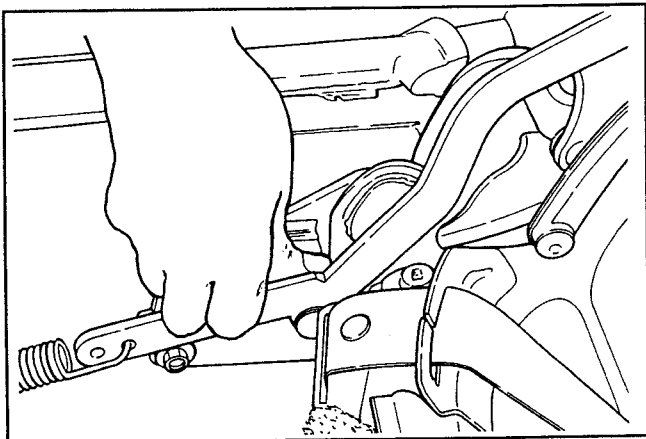


Figure 37. Push Down on Balance Link

3. While holding the link, reach up and unlatch the augers.
4. Push the balance link down one more notch, then tighten the bolts (Fig. 38).
5. Repeat on the other side. Verify the auger/receiver adjustment #1.

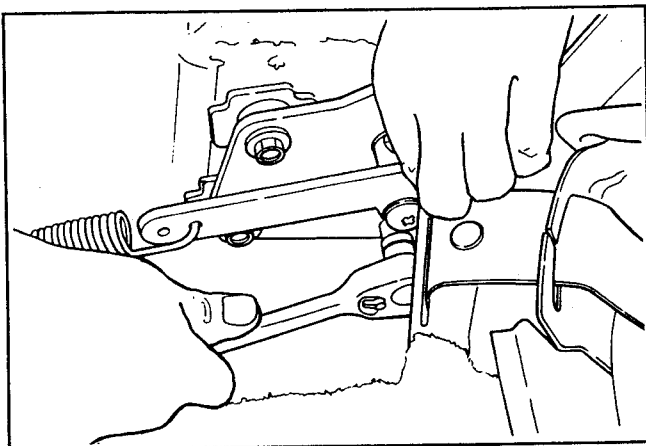


Figure 38. Tighten Balance Link

ADJUSTMENT #5: 5-BOW PIN

1. Raise the 5-bow to the vertical position. Loosen the mounting screws on each bracket.
2. Insert both alignment tools J 38842 into the stowage panel bezels (Fig. 39).

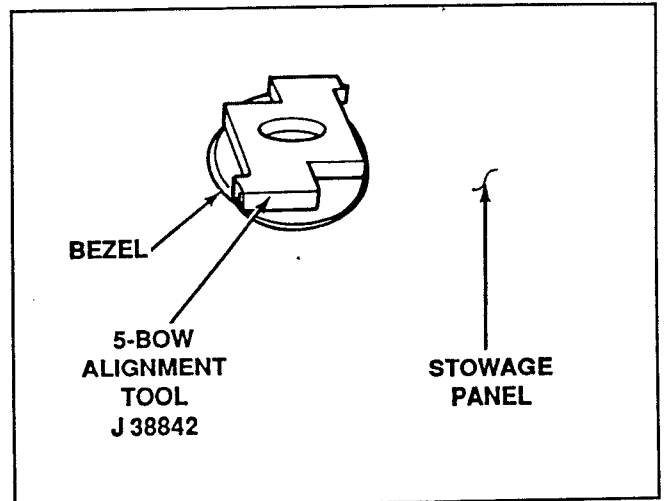


Figure 39. Loosen Screws, Insert Alignment Tool

3. Lower the 5-bow to fully engage the pins in the alignment tools. It may be necessary to loosen the lock nut for full engagement.
4. From inside the vehicle, push the pin into the alignment tool, then tighten the nut and mounting screws (Fig. 40). Remove the tools.

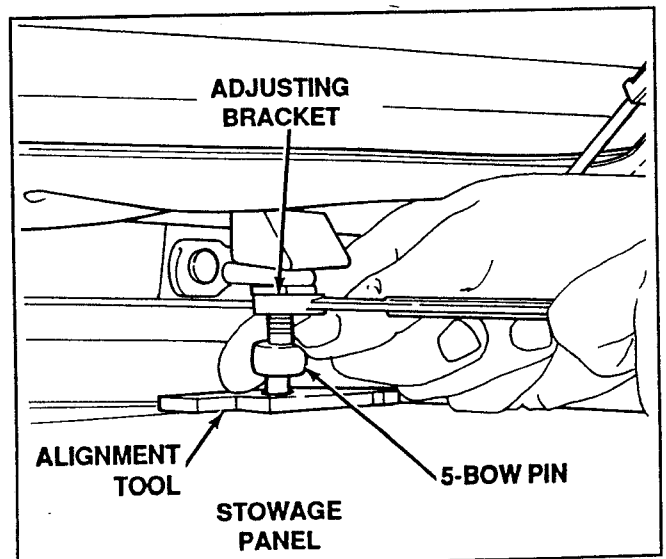


Figure 40. Adjust Pins

SECTION 3. CONVERTIBLE TOP STACK AND STOWAGE PANEL ADJUSTMENTS

5. Use the tool to measure pin-to-5-bow clearance. The correct distance is between 9 mm to 11 mm (Fig. 41).
6. Slowly lower the 5-bow to be sure the pins align with the stowage panel bezels. If so, then slam the 5-bow closed.

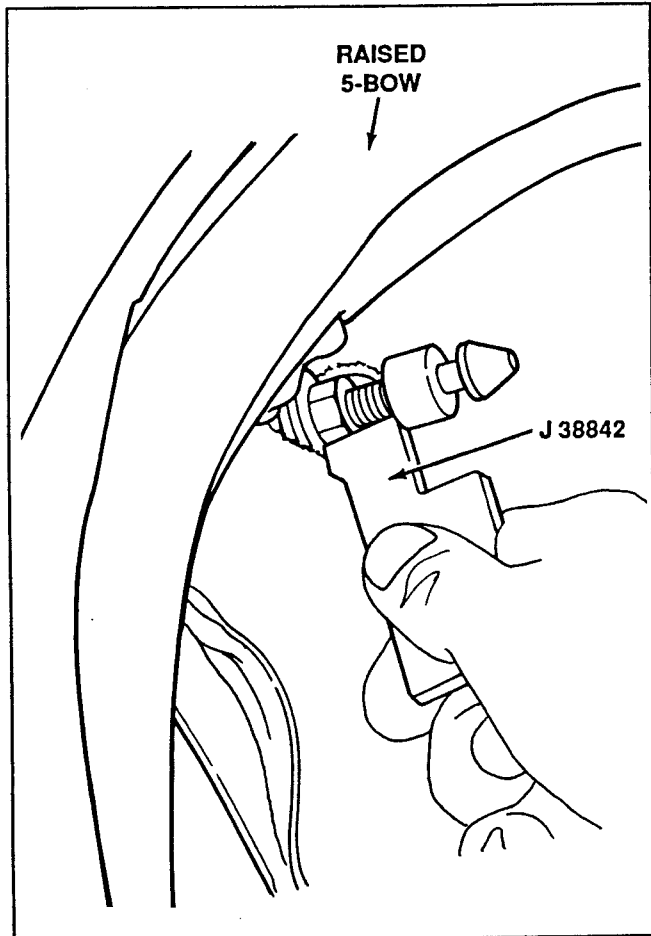


Figure 41. Measure 5-Bow Pin Clearance

ADJUSTMENT #6: 4-BOW ADJUSTMENT

1. Latch the top stack front and rear, raise the windows and close the doors.
2. Move the headliner out of the way and loosen the screws at the 4-bow.
3. Push up on the 4-bow to remove wrinkles but not so tight that the 5-bow cannot be closed. Tighten the screws (Fig. 42).

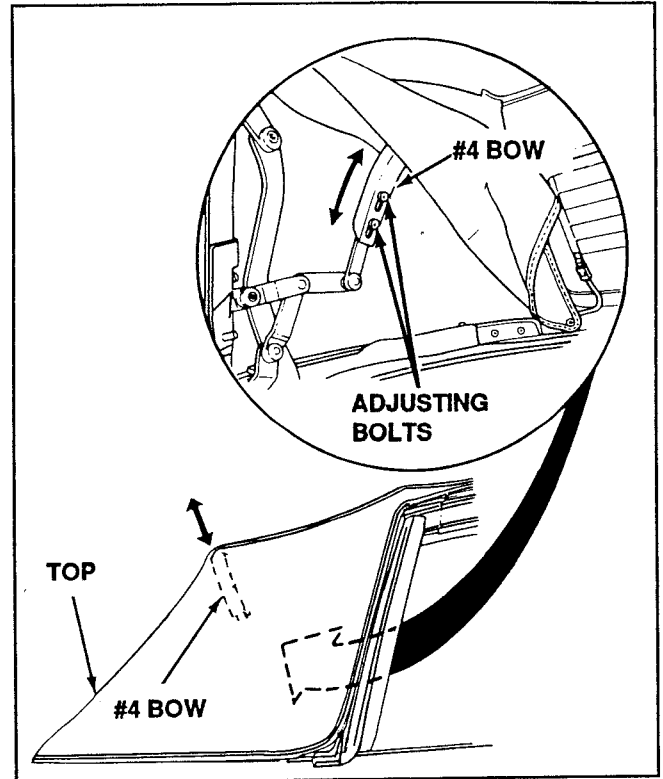


Figure 42. Adjust 4-Bow for Correct Tension

ADJUSTMENT #7: SIDE B-PILLAR WEATHERSTRIP

1. Move the weatherstrip aside and loosen the screws.
2. Move the retainer in or out to obtain desired seal pressure. Be sure the seal maintains a parallel line to the glass during adjustment.
3. Tighten the screws (Fig. 43).

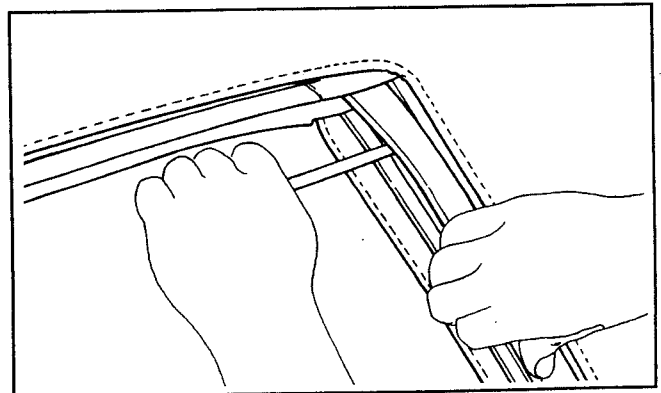


Figure 43. Adjust B-Pillar Weatherstrip

ADJUSTMENT #8: SIDE FRONT AND REAR WEATHERSTRIPS

Front Side Weatherstrip Gap Repair

1. Measure the header to front weatherstrip gap to determine shim thickness.
2. Open the top stack slightly and remove the front screw.
3. Use 3M Release Agent #051135 08971, or equivalent, on the first inch to remove the adhesive.
4. Reapply 3M Adhesive 08011, or equivalent, and install the required number of shims behind the weatherstrip (Fig. 44).
5. Install and tighten the screw.
6. Latch the 1-bow to the windshield header.

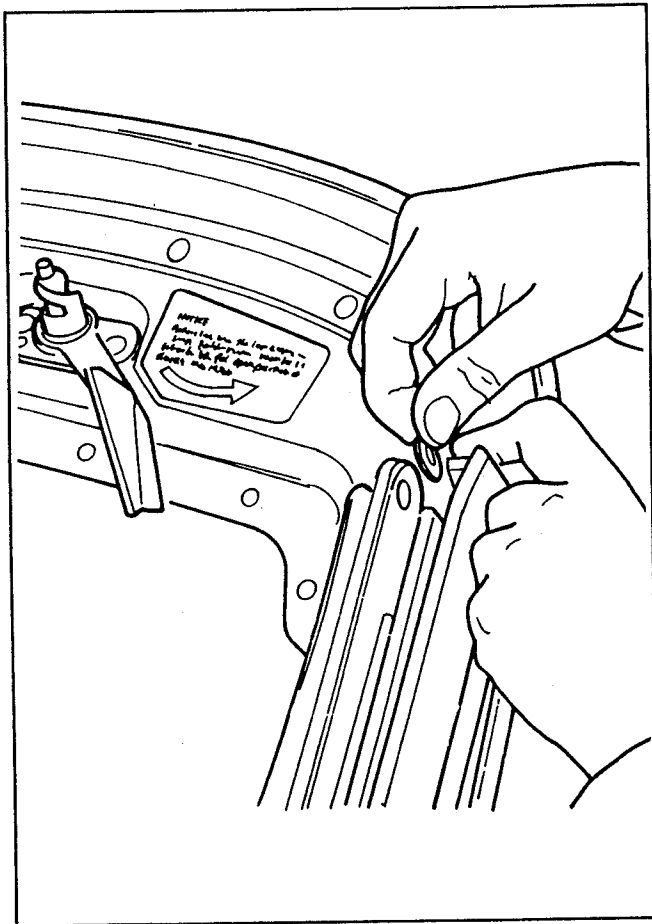


Figure 44. Shim Front Horizontal Weatherstrip

Rear Side Weatherstrip Adjustment

1. Remove the screws.
2. Use 3M Release Agent #051135 08971, or equivalent, again on the first inch.
3. Reapply 3M Adhesive 08011, or equivalent, and butt the weatherstrip against one side.
4. Tighten the screw (Fig. 45).
5. Repeat on the other end.

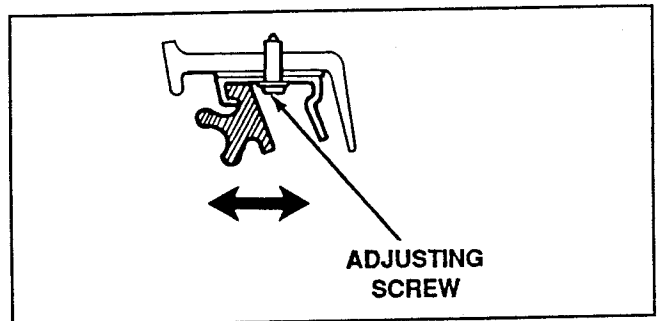


Figure 45. Rear Side Weatherstrip Adjustment

Retainer Adjustment

1. Loosen the screws.
2. Move the retainer in, out, up, or down to obtain the necessary seal pressure. Keep the weatherstrip parallel to the glass edge (Fig. 46).
3. Tighten the screws.

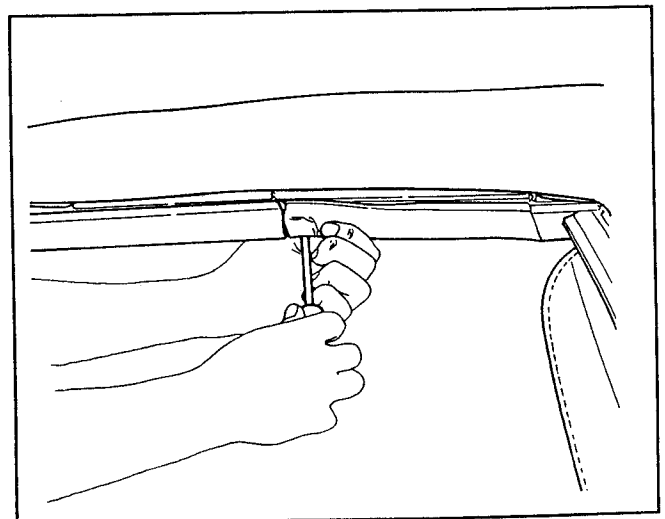


Figure 46. Rear Side Retainer Adjustment

SECTION 3. CONVERTIBLE TOP STACK AND STOWAGE PANEL ADJUSTMENTS

ADJUSTMENT #9: TOP STACK ASSIST SPRING

The assist spring has one function and one adjustment. If higher spring tension is desired, engage the spring in the other available hole (Fig. 47).

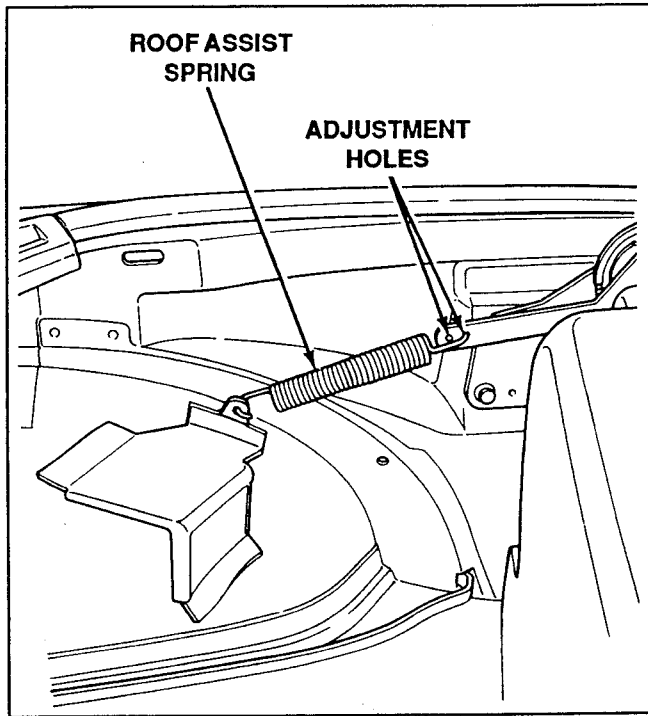


Figure 47. Assist Spring

ADJUSTMENT #10: CONTROL ROD ADJUSTMENT

The control rod actuates the B-pillar and the 5-bow extension in and out while raising and lowering the top stack.

NOTICE: If the rod is broken, use care when raising and lowering the roof assembly. Support the 5-bow extension while raising to prevent damage to the top stack.

1. Pull outward on the 5-bow extension.
2. Rotate the nuts until the B-pillar and the 5-bow extension are as far out as possible (Fig. 48).
3. Tighten the nuts.

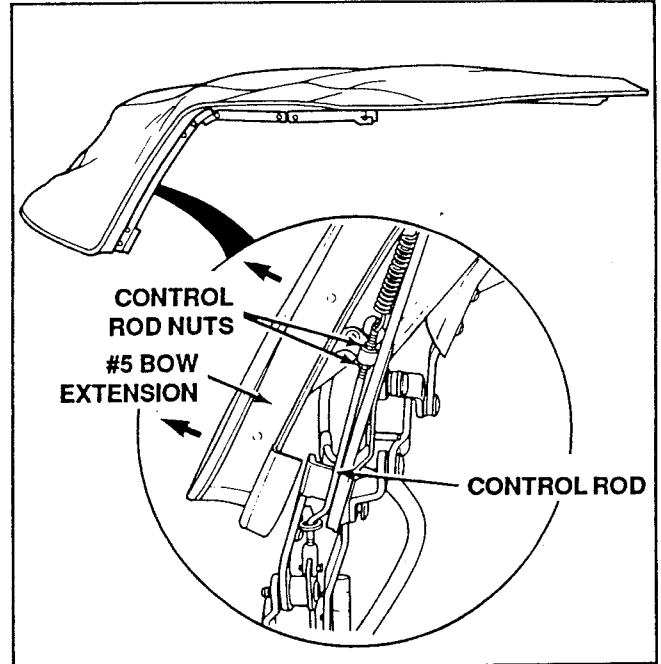


Figure 48. Adjust Control Rod

ADJUSTMENT #11: STOWAGE PANEL ALIGNMENT

The stowage panel is adjustable. The importance of proper alignment is not just for appearance but to prevent water and dust leaks in the stowage compartment and for proper operation of the top stack assembly.

1. First raise the 5-bow assembly.
2. Measure the gaps at the areas indicated (Fig. 49).

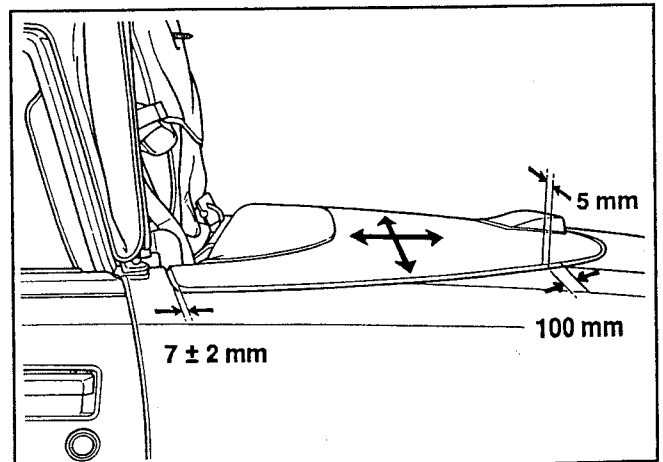


Figure 49. Measure Stowage Panel Gaps

3. If the measurements indicate need of a panel adjustment, open the deck lid. The six stowage panel hinge nuts are accessible through the rear compartment.
4. Loosen the nuts and adjust the panel.
5. The stowage panel to quarter panel gap is 7 mm. The stowage panel to deck lid gap is 5 mm. Tighten the nuts (Fig. 50).

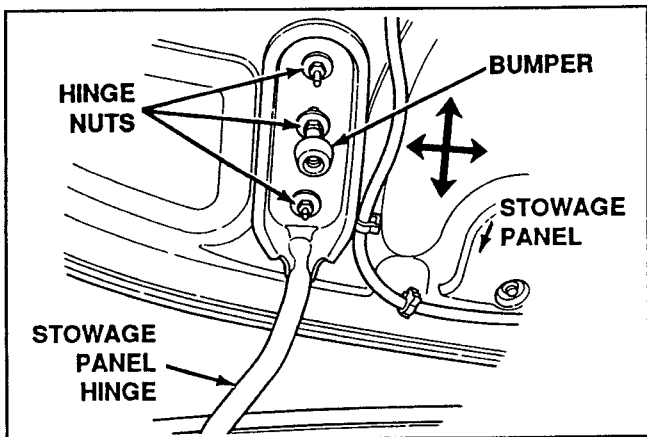


Figure 50. Adjust Stowage Panel

ADJUSTMENT #12: STOWAGE PANEL FRONT LATCH

1. Raise the 5-bow to the vertical position and open the stowage panel.
2. Remove the molding and trim cover (Fig. 51).

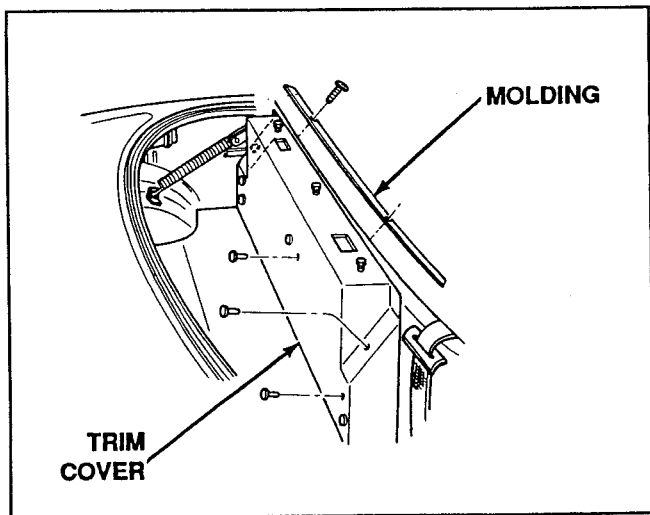


Figure 51. Remove Cover to Adjust Latches

3. Use a 14 mm wrench to slightly loosen the latch bolts. The latch adjusts up and down and side to side. Align the latches and receivers.
4. Align the stowage panel flush with the quarter panel. Tighten the bolts (Fig. 52).
5. Install the trim cover and molding.

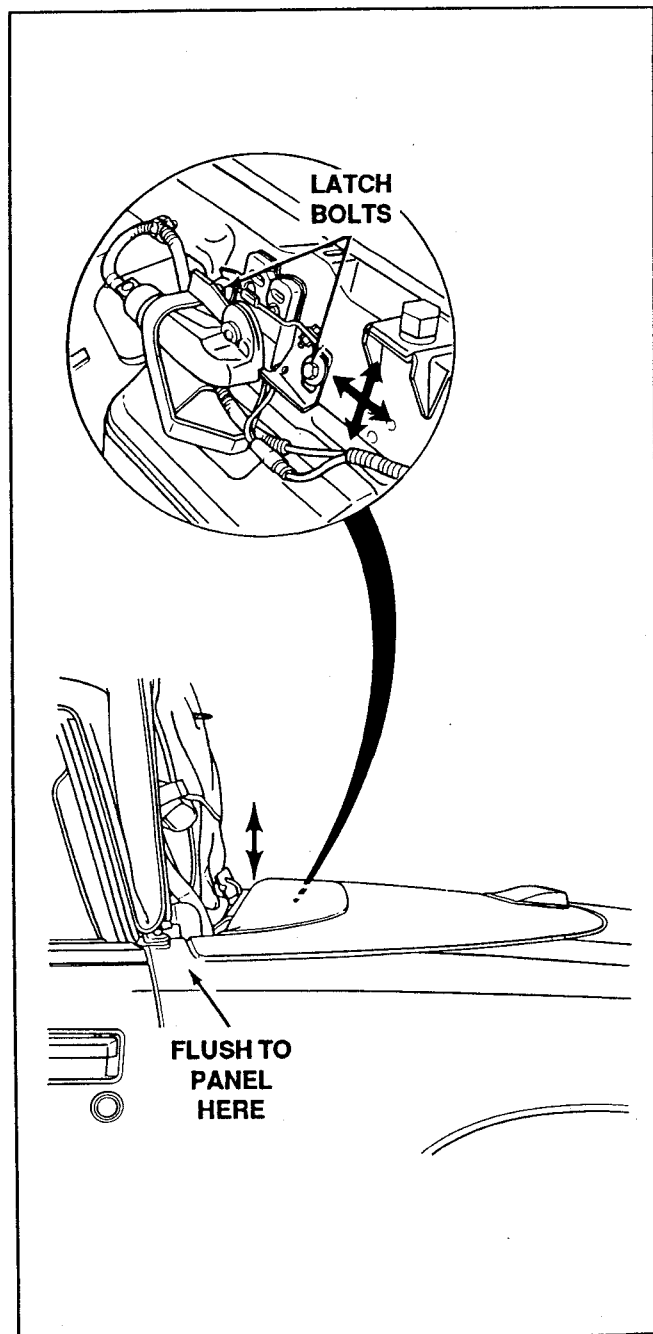


Figure 52. Adjust Latches to Receivers for Panel Flushness

SECTION 3. CONVERTIBLE TOP STACK AND STOWAGE PANEL ADJUSTMENTS

ADJUSTMENT #13: STOWAGE PANEL REAR HEIGHT

1. Use special tool J 38602 and a breaker bar to unload the torque rods. Do not use a ratchet wrench.
2. Loosen the hinge bolts and adjust the stowage panel flush to the quarter panel.
3. Tighten the bolts (Fig. 53).

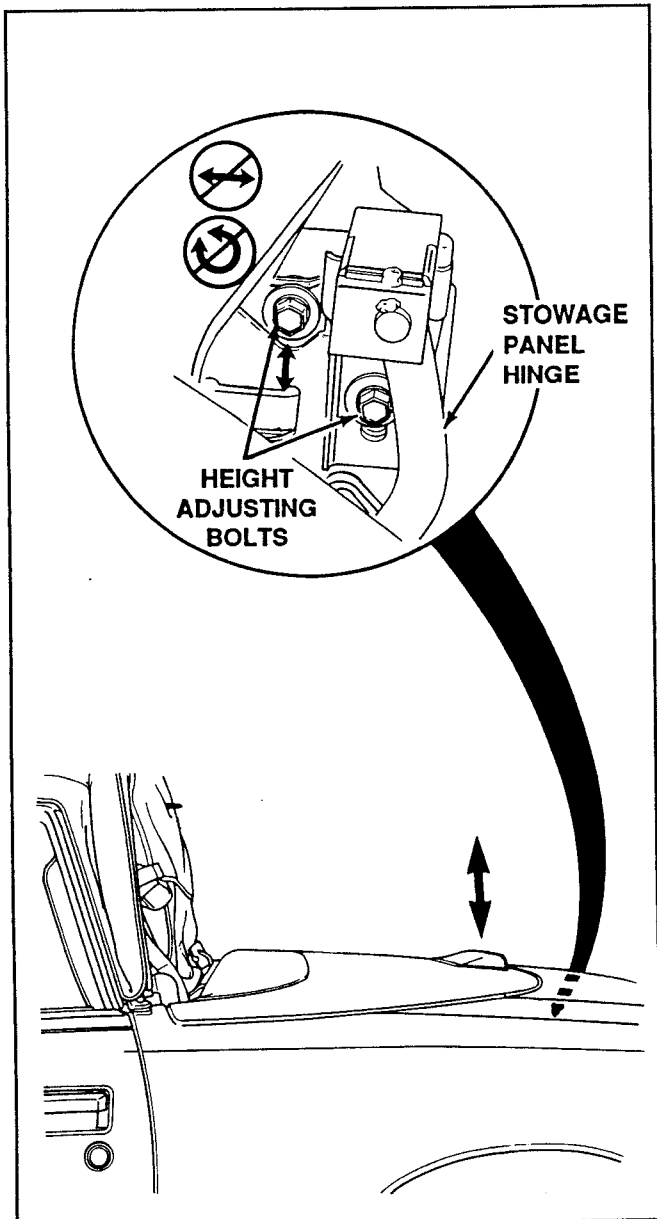


Figure 53. Adjust Stowage Panel Rear Height

4. Reload the torque rods.
5. Install the hinge cover and close the rear compartment lid.
6. Verify adjustments #11 and #12.

ADJUSTMENT #14: STOWAGE PANEL TORQUE ROD TENSION

The two stowage panel torque rods are springs which cause the stowage panel to “pop” up when the release switch is pushed. Their tension determines how high the panel raises when released. The stowage panel should “pop” up 114 mm or 4 1/2 inches. **But, do not open either the stowage panel or the rear compartment lid if the other is already open.**

1. Raise the 5-bow to the vertical position.
2. Press the stowage panel release switch. Measure the stowage panel release height (Fig. 54).
3. Adjust the torque rods from inside the rear compartment.

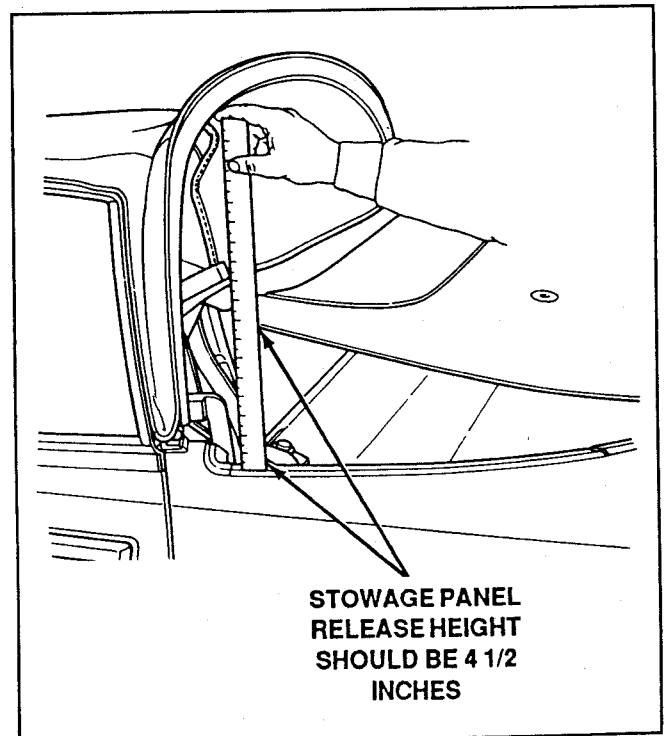


Figure 54. Measure Stowage Panel Height

4. Remove the hinge covers. Use tool J 38602 and a breaker bar again to move the torque rod. Do not use a ratchet wrench.

If the panel pops up too low, move the rod toward the front of the vehicle. If the panel pops up too high, move the rod to the rear of the vehicle (Fig. 55).

5. Close the rear compartment lid. Push the stowage panel release switch and measure the stowage panel release height. If the height is too low and the rod is in the forward notch, replace the torque rod. If the panel raises too high, move the rod back a notch and measure again.
6. When the height is correct, install the hinge covers and close the rear compartment lid.

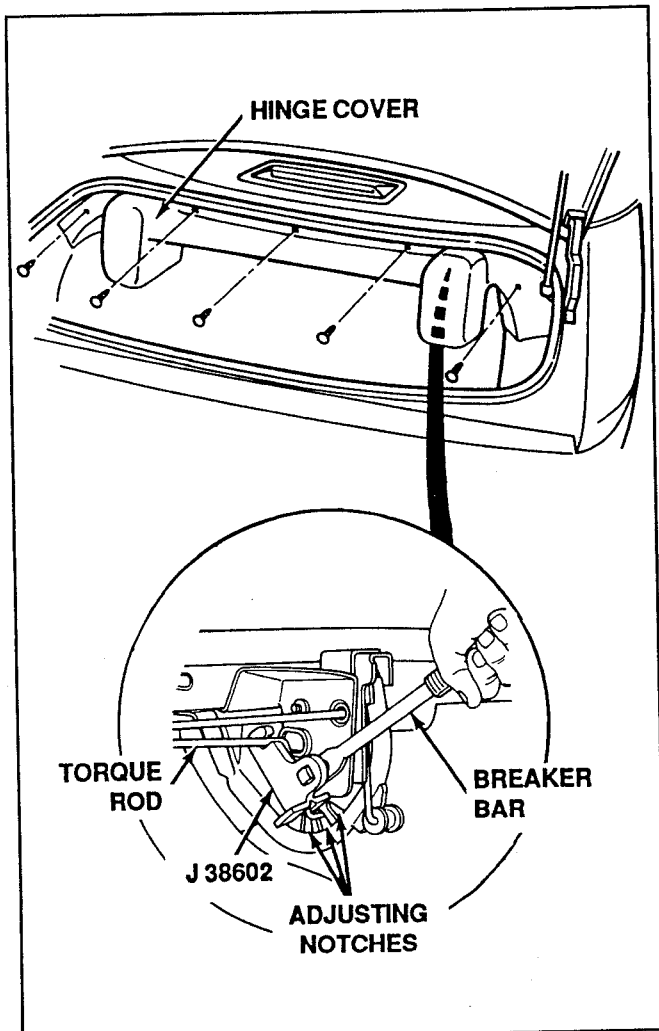


Figure 55. Torque Rod Adjustment Point

ADJUSTMENT #15: 5-BOW RELEASE CABLE

The 5-bow release cable releases the latches that hold the 5-bow pins.

1. Raise the 5-bow to the vertical position and open the stowage panel.
2. Adjust the sleeves until the latch handle has a small amount of free play (Fig. 56). The latches should operate simultaneously.
3. Crimp the adjusting sleeves with pliers.
4. Close the stowage panel and slam the 5-bow to the stowage panel.

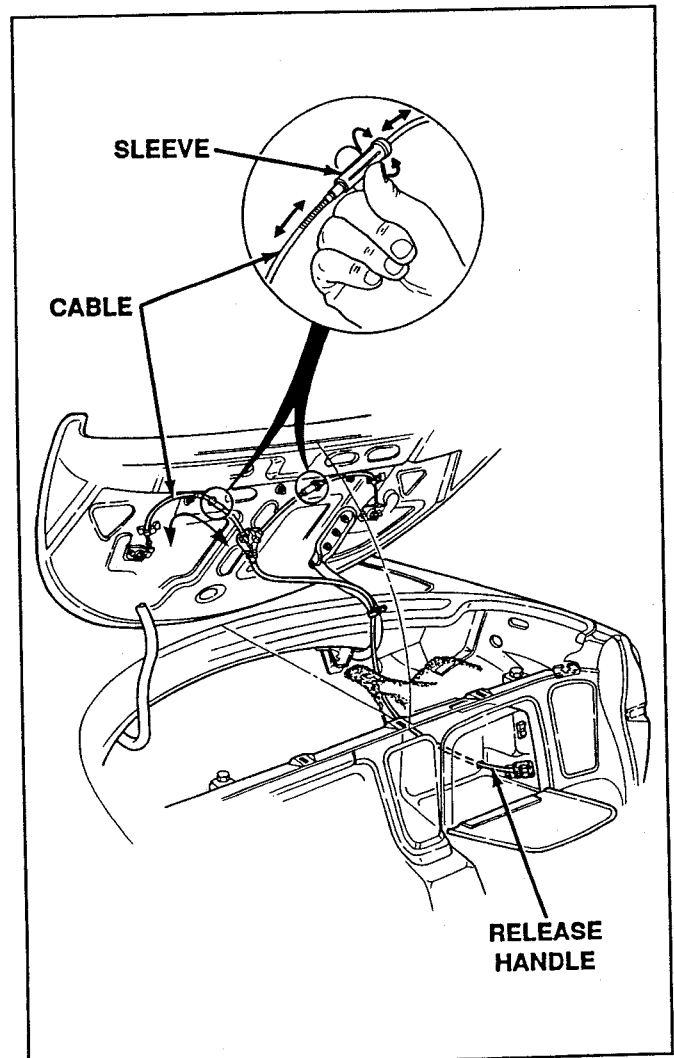


Figure 56. Adjust 5-Bow Release Cables

SECTION 3. CONVERTIBLE TOP STACK AND STOWAGE PANEL ADJUSTMENTS

STOWAGE PANEL WEATHERSTRIP

If the stowage compartment has a water or dust leak that is not caused by the 5-bow weatherstrip, and no adjustment will correct the leak, replace the stowage panel weatherstrip.

1. If the weatherstrip is deformed, use 3M Release Agent #051135 08971, or equivalent, on the weatherstrip adhesive. Remove the weatherstrip (Fig. 57).
2. Clean surface with 50/50 mix of water and isopropyl alcohol.
3. Apply pressure-sensitive tape for proper sealing.
4. Install a new weatherstrip.
5. Test the stowage panel for waterleaks.
6. Verify adjustments #11, #12, and #13.

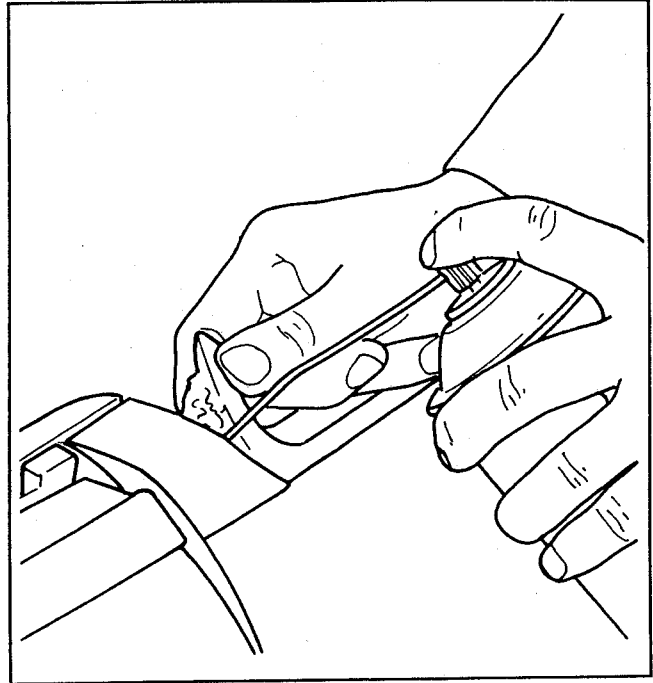


Figure 57. Remove Leaking Weatherstrip

SECTION 4. REPLACING THE ROOF OUTER COVER

REMOVAL

1. Raise the top stack. Inside the vehicle, remove the rear shelf panel and screws (Fig. 58).

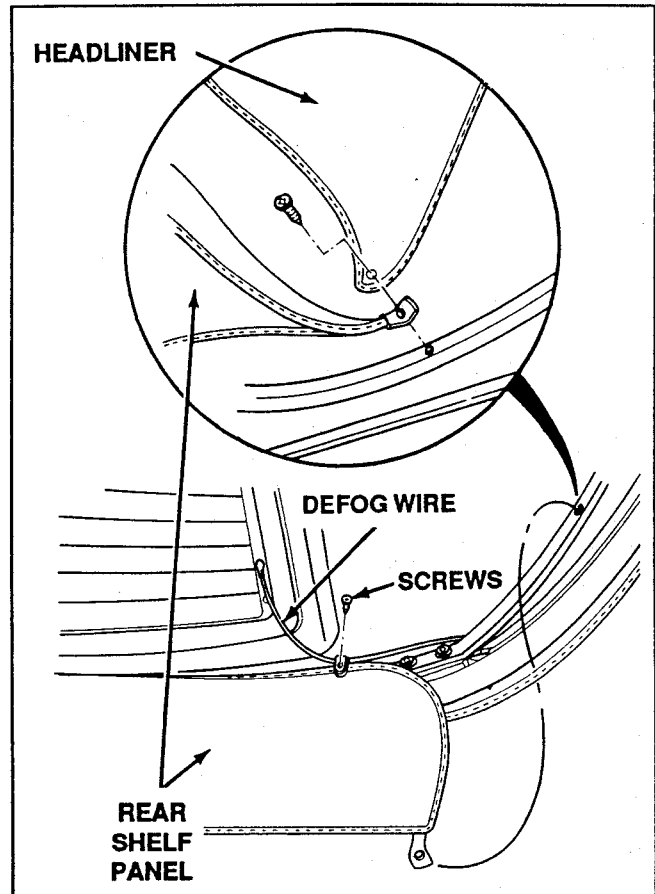


Figure 58. Remove Rear Shelf Panel

2. Remove all weatherstrips and weatherstrip retainers. Do not remove the rear side horizontal weatherstrip retainer.
3. Remove the headliner assembly.
4. Remove the 1-bow retainer, and #2 and #3 bow retainers (Fig. 59).
5. Use 3M Release Agent #051135 08971, or equivalent, to soften the adhesive. Peel the top material from the frame.
6. Remove the defog wires. Remove the cable guide and cable assembly, and drill out the rivet at the front of the cable. Now remove the roof outer cover.

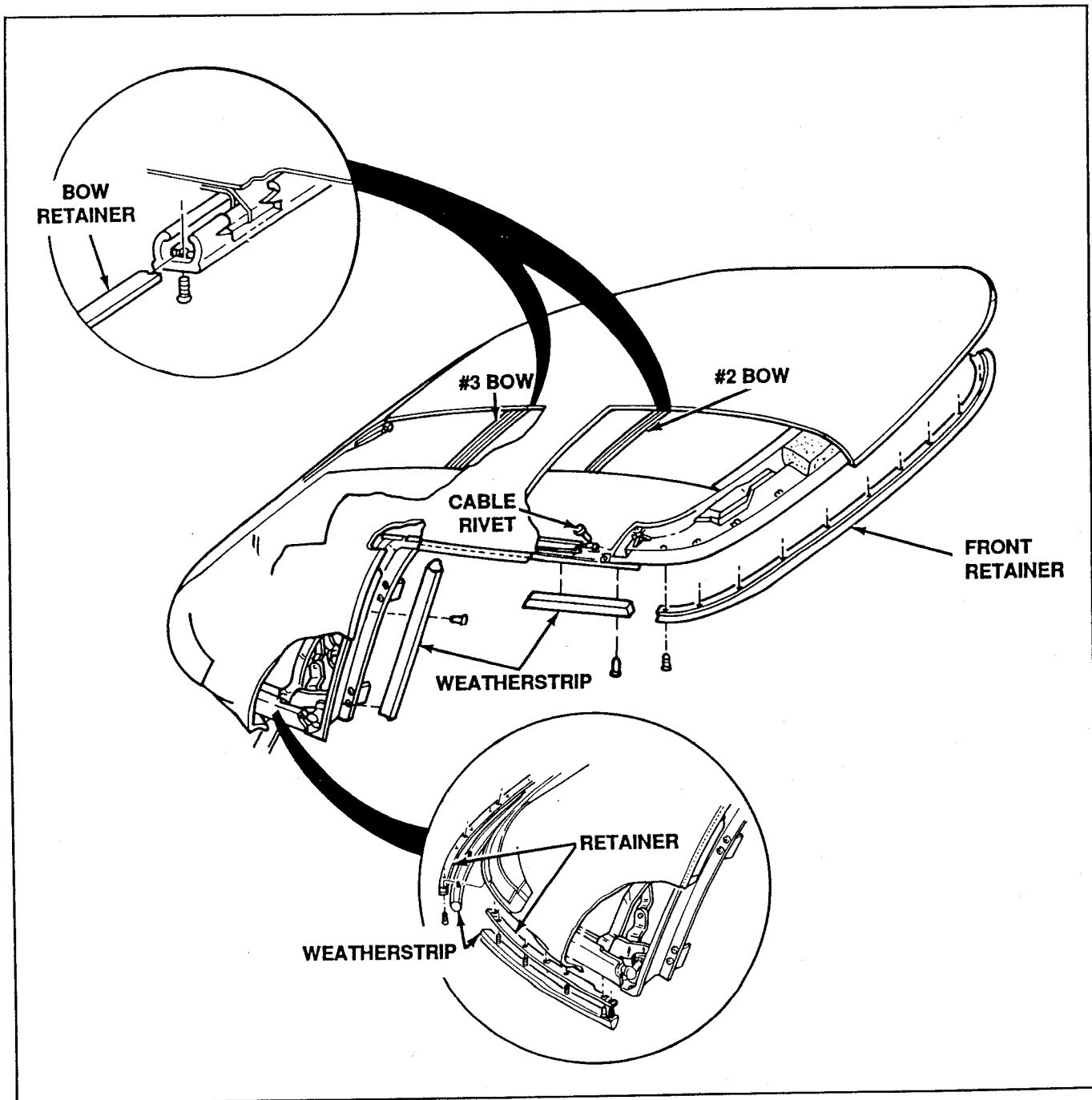


Figure 59. Remove Retainers

SECTION 4. REPLACING THE ROOF OUTER COVER

INSTALLATION

1. Carefully look over the top stack assembly; cover all screws, rivets, and staples with adhesive tape to prevent damage to the new top material.
2. Place the roof outer cover on the frame. Center the material. Attach the cable assemblies on each side.
3. Insert the #2 and #3 bow retainers through the channels in the top material. Install the screws to tighten the material to the bows.
4. Apply 3M Adhesive 08011 to the roof outer cover circumference and to the frame. Adhere roof outer cover to frame assembly.
5. Install all weatherstrips and weatherstrip retainers and front retainer (Fig. 60).
6. Install the headliner assembly, and rear shelf panel.
7. Check the weatherstrips for waterleaks.

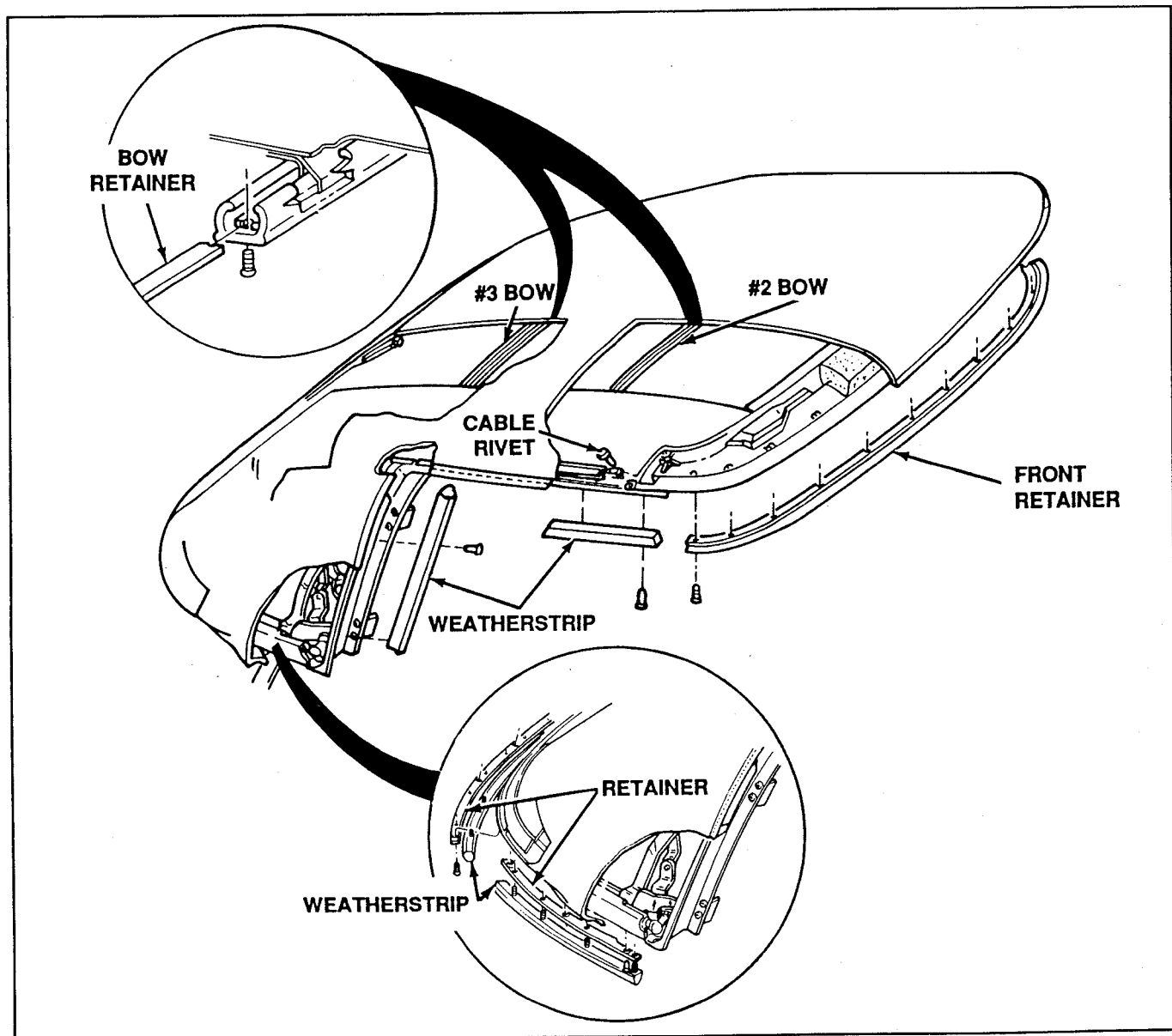


Figure 60. Install Bow Retainers