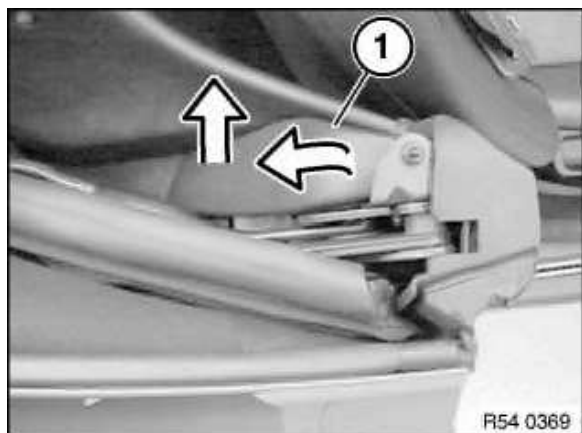


Cover rear side walls and trunk lid (risk of damage), and
use 10 mm-socket

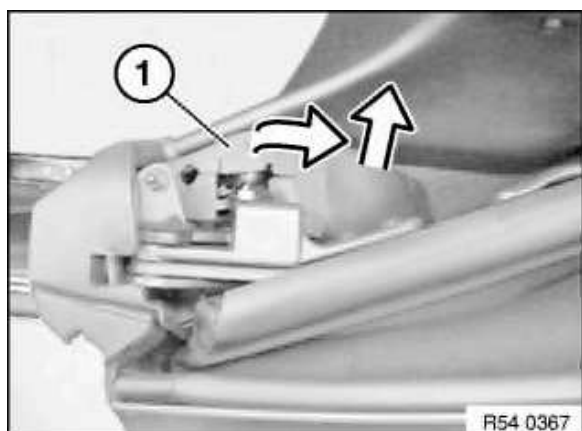
Remove tackstrip:

Open convertible top.

Lift right trim piece (1) out of the main pivot threading toward
the rear and pull out upward.

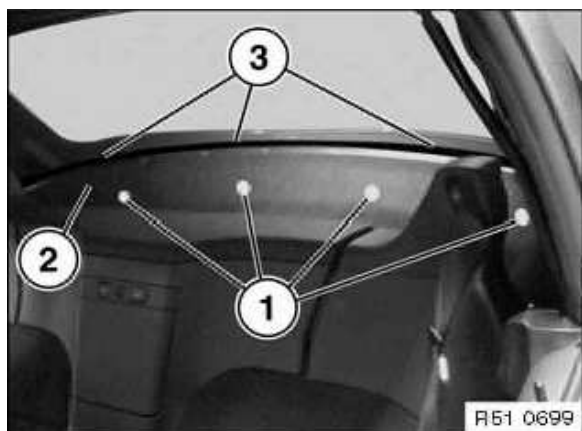


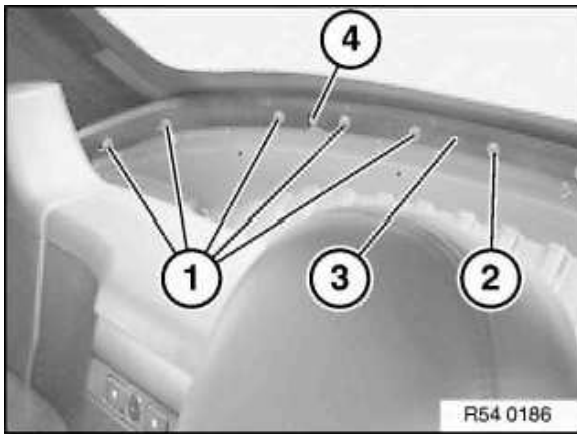
Lift right trim piece (1) out of the main bearing threading toward
the rear and pull out upward.



Close convertible top (do not lock).

Unfasten clips (1) and pull inner trim of convertible top
compartment (2) downwards out of groove in tackstrip (3).

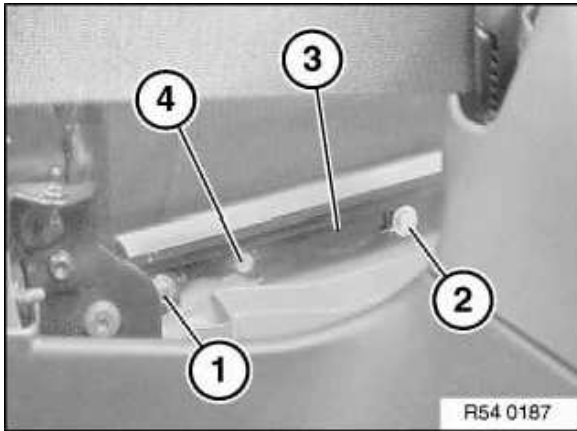




Unfasten left/right screws (1) and center (2) of tackstrip (3).

Note:

Do not unfasten screw (4).



Unfasten screws (1) and (2) on left/right of tackstrip (3) in convertible top compartment.

Note:

Do not unfasten left/right screw (4).

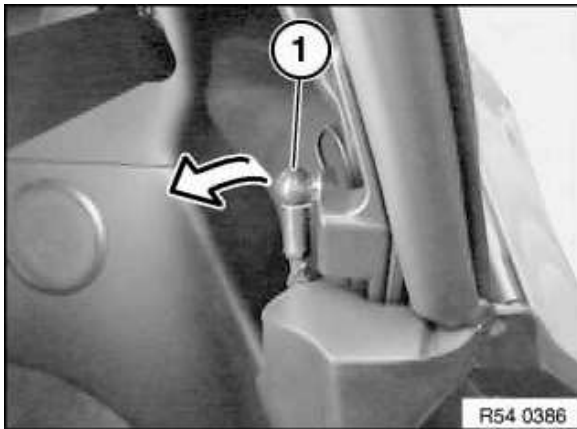
If necessary, note number of shims on left/right screw (1) and fit back in same location during installation.



Note:

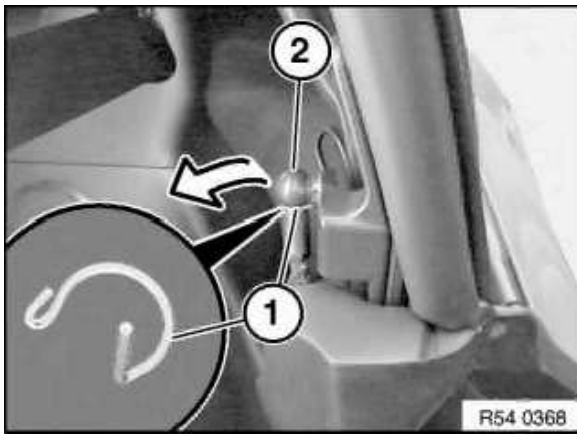
The operation "Removing tackstrip" ends here.

Follow installation instructions, refer to "Installing tackstrip".



Removing complete convertible top:

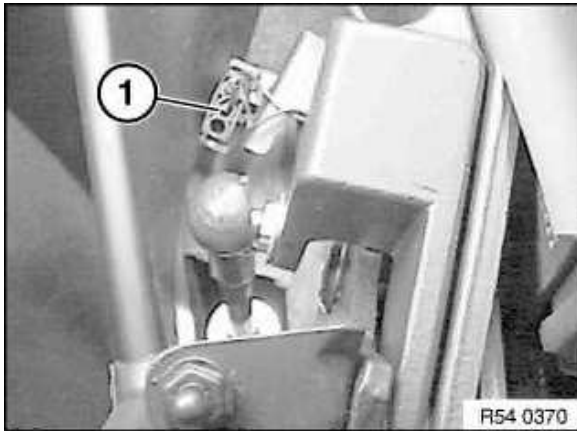
Pry out gas spring strut inward at top with special tool 00 9 319.



Version with electrohydraulic/semi-automatic convertible top operation only:

Release retaining clip (1) and pull off downward.

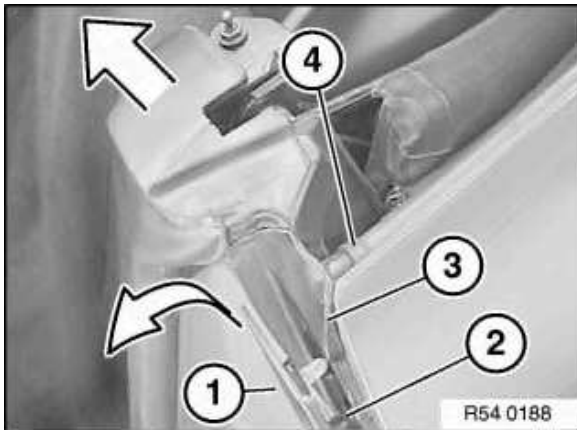
Pry out hydraulic cylinder (2) inward with special tool 00 9 319.



Stow convertible top in its compartment.

Version with electrohydraulic/semi-automatic convertible top operation only:

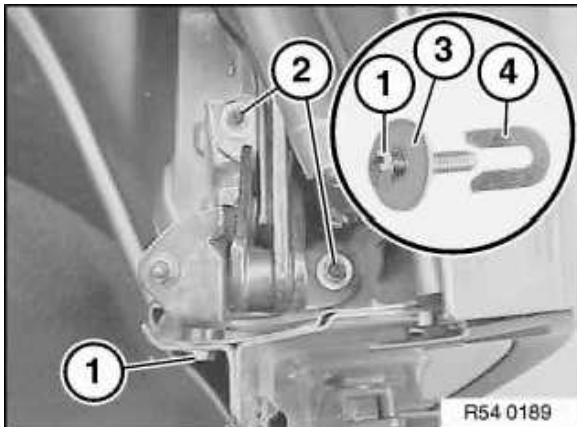
Unlock connector (1) and remove.



Unclip finisher strip (1) until guide (2) leaves the mucket (3) and remove the mucket.

Installation:

Insert mucket (3) in the convertible top compartment seal (4) (leaks).

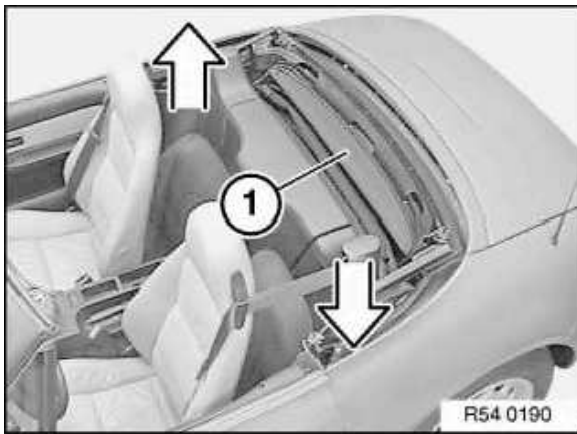


Unfasten left/right screw (1) and nut (2).

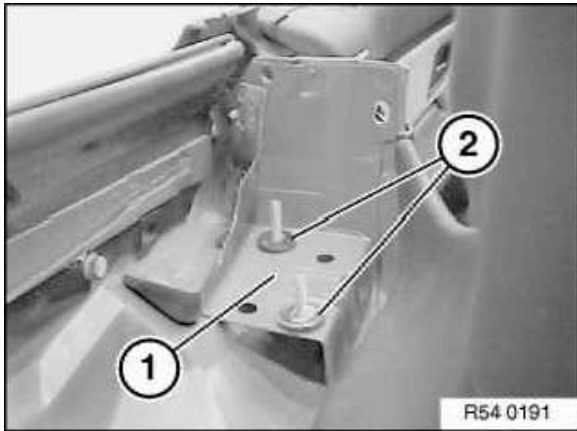
Remove screw (1) with washer (3) and shim (4).

Note:

Note down number of shims (4).

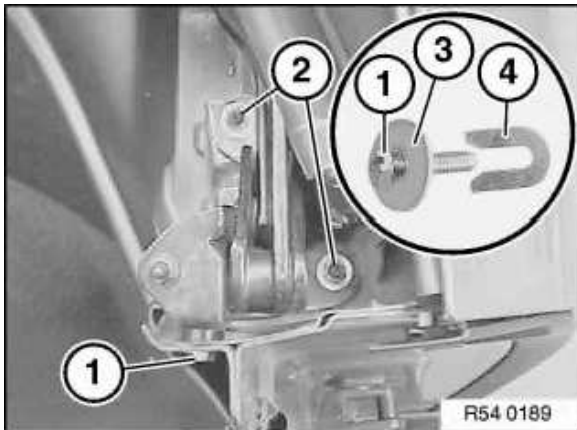


Press down convertible top (1) on one side of main bearing with second person lifting opposite side at the same time, thus lifting convertible top out of its compartment.



Installing complete convertible top:

Four shims (2) (each 1 mm) should be fitted to left/right of attachment studs (1).



Install convertible top.

Install left/right nuts (2) on main pivot bracket, tighten down then loosen slightly again.

Insert screw (1).

Insert shim (4) between main pivot bracket and body and tighten left/right screw (1).

Note:

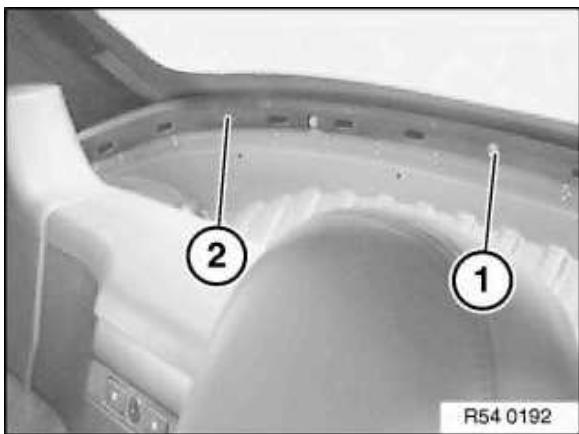
For the basic setting, fit seven shims (4).

Tighten left/right nut (2).

Close convertible top (do not lock).

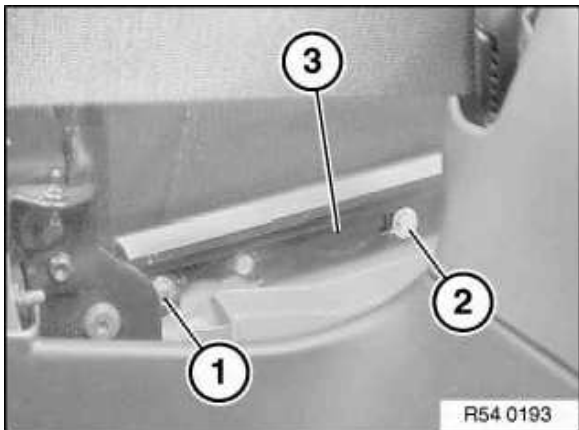
Note:

The convertible top is now fitted in its basic setting and this may need correcting after the tackstrip is fitted.



Installing tackstrip:

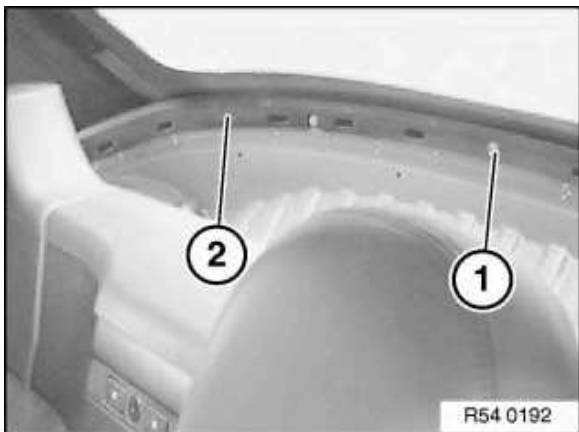
Attach a butylene tape (sourcing reference: BMW Parts Service) with a total thickness of 2 mm between tackstrip (2) and convertible top compartment (apply twice if necessary). Insert screw (1) in center of tackstrip (2) but do not tighten down.



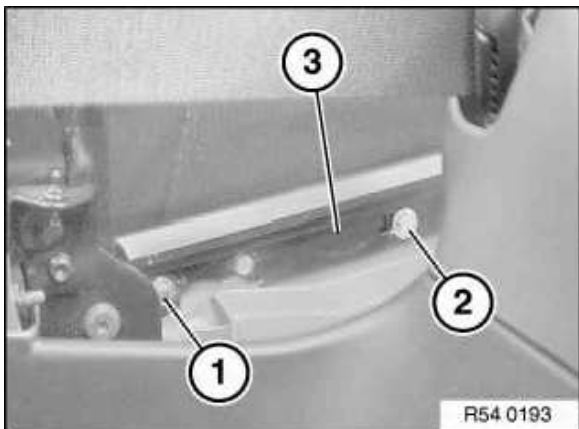
Insert screws (1) and (2) in the tackstrip (3) (beside B-pillar) on left/right sides but do not tighten down.

Note:

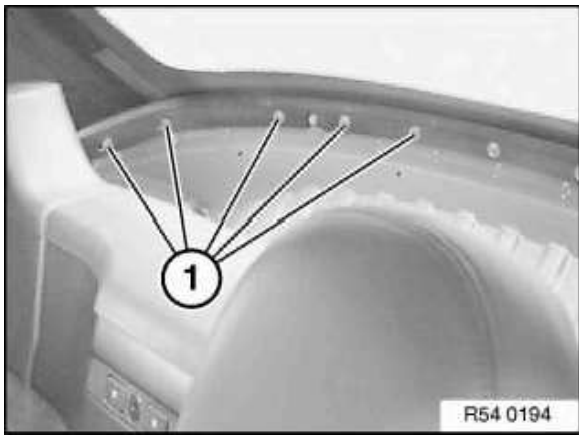
If necessary, fit a shim on the left/right screw (1).



Tighten down screw (1) in center of tackstrip (2).



Tighten down screws (1) and (2) to left/right of tackstrip (3) (beside B-pillar).

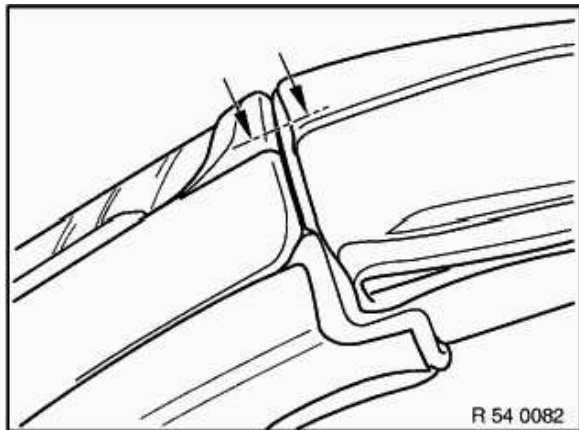


Screw in all remaining screws (1) on left/right sides and tighten down.



Note:

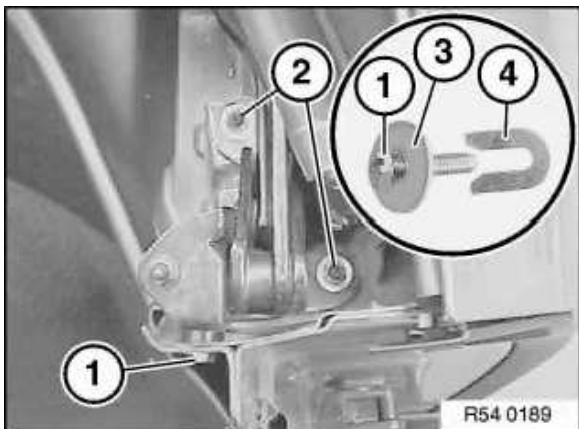
The operation for "Installing tackstrip " ends here.



Fine adjustment of convertible top:

Lock down convertible top.

The convertible top must close flush with front of windshield (up to 2 mm lower than the windshield). For correction, where necessary, adjust the locking hooks. Locking hook operates in two directions, longitudinally and downwards, identical to angle of centering pin.



If the convertible top does not fit in longitudinal direction, change the number of shims (4) in longitudinal direction.

If necessary, open convertible top.

Loosen screw (1) and nut (2) on left/right of main bearing and use appropriate shims (4) to correct any deviation.

Tighten down left/right nuts (2) then loosen slightly again.

Tighten down left/right screw (1).

Tighten left/right nut (2).