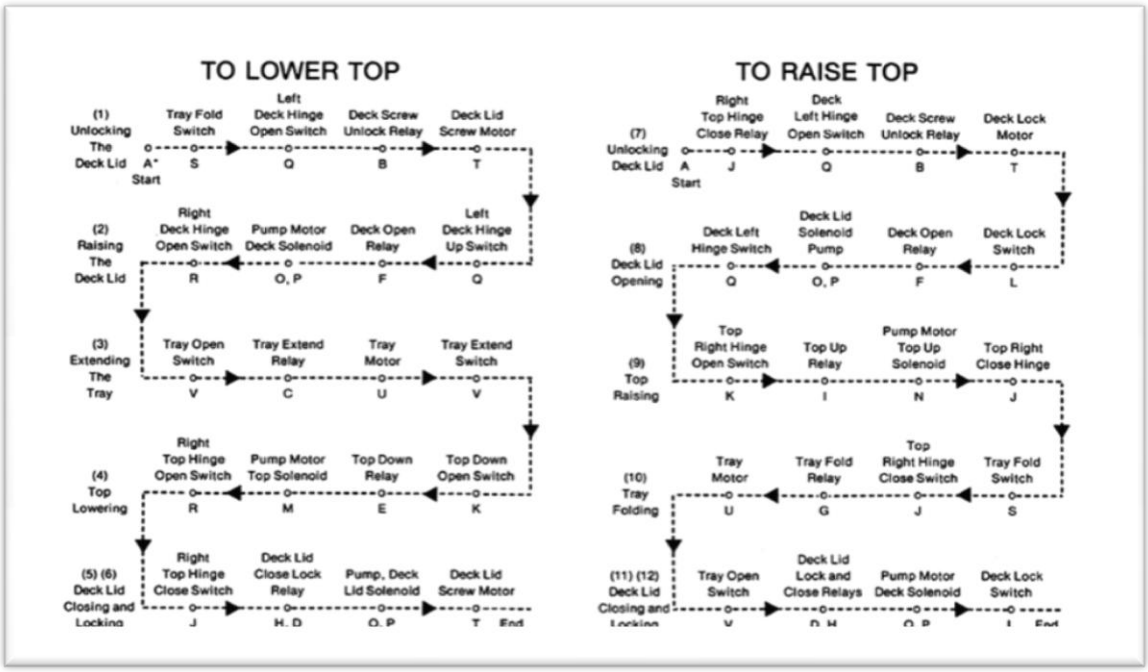
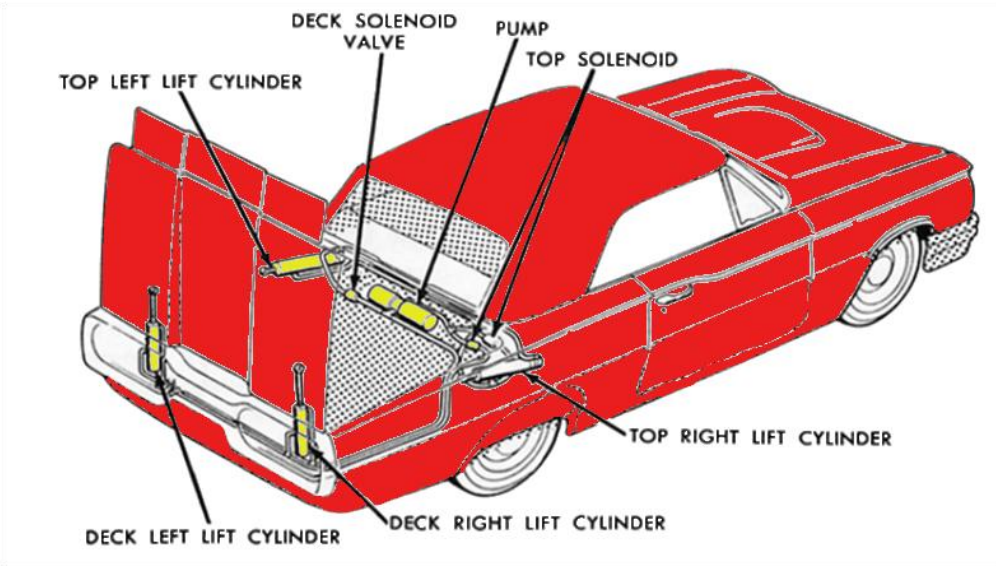
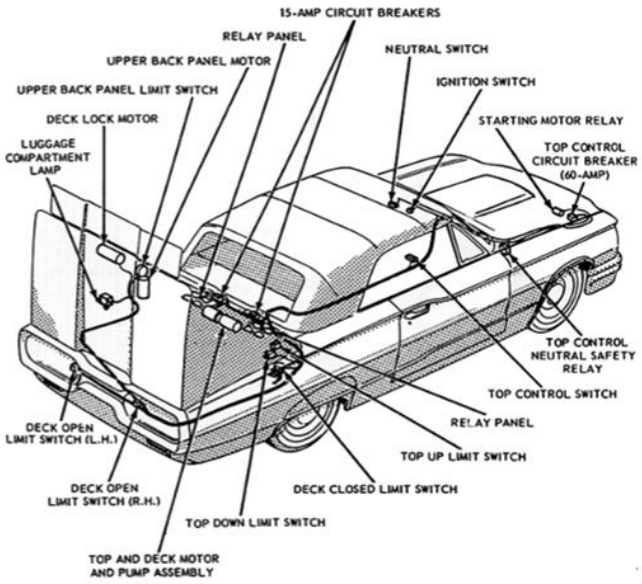
Cabriolet: Felsökning och tips

Källa: Squarebirds.org





Pump Motor — Normal	32-48 amps.
— by-passing	58 amps.
Tray Motor — Normal	30-35 amps.
— no load	18-21 amps.
— stalled	100 amps.
Lock Motor — Normal	18-22 amps.
— no load	15-18 amps.
— stalled	50 amps.
Solenoids — each	10 amps.



TROUBLE-SHOOTING

Problem	Solution
Slow Top Movement	Low fluid level. Pitted relay points. Leak in system (hole in hose, leaky pump or cylinders). Linkage binding or out of alignment. Ruptured "O" rings in pump. Weak battery. Poor ground.
Deck Lid Won't Open or Close	Pump not working. Relays bad. Tray fold switch open. Low fluid level in pump. Deck lid solenoid inoperable.
Top Won't Raise or Lower	Pump not working. Relays bad. Tray extend switch bad. Bad left hinge switch. Insufficient pump fluid.
Tray Won't Operate, or Is Uneven and Jerky in Operation.	Bad relays. 15-amp circuit breakers open. Burned-out tray motor. Excessive binding of linkage arms.
Deck Lid Won't Lock or Unlock	Bad relays. Tray fold switch open. Neutral switch at bottom of steering column bad or maladjusted. Main 50-amp circuit breaker open. Transmission selector lever not in "Neutral" or "Park" position. Switch at door console is faulty. Burned-out deck motor.

HOW TO REPAIR COMPONENTS

Relays: Unsolder the ground strap on the cover, bend back the crimped edges, and remove the cover. Clean the points using fine sandpaper. Test the relay by grounding the #5 terminal as marked on top, and hooking up 12 volts to the #3 and the #4 terminals. A double "click" should be heard. With a penlight tester or multimeter you should get a light and 12 volts at #1 and #2. If not, replace the relay. The deck lid lock and unlock relays have only two terminals instead of three, because they begin and end the circuit.

Pump: Disassemble and clean the pump in solvent. Check the "O" ring for flatness and replace it if it is cracked, flat, or broken. Lubricate internal parts with same fluid used in the system and assemble. Check for free movement of gears and remove any burrs.

Wiring: Check for frayed or cracked insulation, broken wires and loose terminals. Repair or replace as needed.

Switches: Be sure contacts inside the switch are mating and are clean, unpitted and in alignment. Be sure the switch body and cover are tight. Use fine sandpaper to clean the points.

Motor: Check forward and reverse by attaching 12 volts to the red and yellow wires and grounding the black wire. Disassemble the top motor and clean the commutator with silver polish. Check brushes for wear. Test amperage using ammeter and figure III specs.

Fuses: Check to see that 12 volts goes through the fuse. Disassemble and check to see if contacts are still soldered together. Resolder or replace fuse.

Motor Current Draw Specs
Figure III

Pump Motor — Normal	32-48 amps.
— by-passing	58 amps.
Tray Motor — Normal	30-35 amps.
— no load	18-21 amps.
— stalled	100 amps.
Lock Motor — Normal	18-22 amps.
— no load	15-18 amps.
— stalled	50 amps.
Solenoids — each	10 amps.

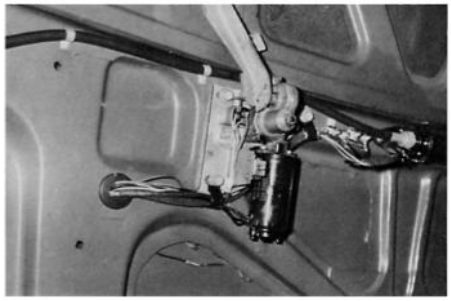
HOW TO GET A LOCKED TRUNK OPEN

Locate the 9/16-inch bolts forward of the rear wheels up under the wheel well area. Remove the bolts, and, using a screwdriver wrapped in cloth to prevent marring the paint, pry up the deck lid at the left forward corner until it can be raised three or four inches. Then find a chisel or screwdriver about five inches in length and wedge it under the raised lid. Now go to the right forward corner of the deck lid and pull it up until you can wedge a five-inch or so chisel or screwdriver under it. Return to the left corner and remove the five-inch wedge and, pulling up, insert a nine-inch or longer wedge. Return to the right side and, pulling up, insert a nine or ten-inch wedge, then do the same to the left side. This is as far as you can go without damaging the top parts.

This will now allow you to get your arm in under the deck lid to unfasten the hinge pins or bolts on the deck hinges. Sometimes these pins or bolts bind due to the stress of the wedges and it becomes necessary to remove the hydraulic lines at the pump or deck cylinders. Be sure to use plenty of rags to absorb the fluid.

Once the problem is found, refill the pump reservoir until it begins to overflow the fill hole, then replace the cap with a screwdriver. You can use brake, transmission, or shock absorber fluid. Tighten all fittings and run the top and deck lid up and down three or four times, checking and refilling the reservoir each time. Air will be bled automatically from the system each time you open the reservoir plug to refill it. Do not run the top or deck lid up or down more than four times at once as this strains the battery, and solenoids and motors can become too hot and burn out.

PACKAGE TRAY — The center (left) package tray motor and control switches are located here. At the far left can be seen the locking screw mechanism.



PLUNGER SWITCHES — The "up" (V), and "down" (S) tray switches can be seen next to the package tray motor (U) and drive gear assembly.