Tips for replacing the sunroof seals (courtesy of CITORI)

Buy the sunroof seals from type911. Matthew is a Gent and the seals are half the price of the Porsche items. Even still, they cost about £70 with the VAT and the post.

As an alternative to the 3M glue which costs about £25 from the states. I would use Permatex Black Super Weather strip Adhesive Permatex 81850. It's available on Ebay or amazon for around £10 inc post. It's very similar and it's BLACK which makes the job a whole lot easier.

(1) Allow yourself plenty of time for this, don't try and rush it or only put aside a couple of hours.
(2) The easiest part of the job is removing the roof, It's piece of cake.
(3) Before you remove the roof make sure you put plenty of masking tape around the opening. It's really easy to catch the sunroof corners on the car roof manhandling it out. Two people makes it a lot easier.
(4) Do not operate the roof mechanism when the sunroof is out. It is reversible if you do, but it can be a time consuming pain.
(5) Use evo-stick remover to remove the old seals and residue.
(6) Don't get the evo-stick remover on the new seals or they come apart.
(7) If you are using the 3M weather strip glue (that isn't black) it dries to a gold colour. Don't get it anywhere you can see it i.e. on the visible part of the seal. If you do, you will never get it off again. If you try with the evo-stick remover, the seal will come apart.
(8) When fitting the seal on the rear of the sunroof don't angle down the ends as the pdf says. "Nip out" a piece of the inner rubber core (tiny bit, about 4mm) and just reseal the end with a touch of superglue. Then glue on following the edge of the roof line.
(9) The rear rubber seal is made of silicone and the 3M glue will not stick to it. You have to use black silicone sealer. You can get a small tube off Ebay for 3-4 pounds.
(10) Let the adhesive dry overnight before you operate the sunroof to check alignment.
(11) Make sure that the entire sunroof Mechanism is back in place before you operate and check the alignment as it all works together. Leave one bit out and it can mess up.

The seal on the rear of the sunroof is the hardest one to fit. The long one on the front is easy-peasy in comparison. The front one has a piece of aluminium in it and sort of falls in to place with a bit of care. The rear one doesn't have the ali strip, and is harder to get uniformly straight and a consistent height.

It's one of those jobs that's a real pain in the arse the first time you do it, but having done it once you learn an awful lot. Having done it once I'm sure I could do the job again in a quarter of the time and not have to buy more than one set of seals!!

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alex-j
Newbie

Joined: 30 Nov 2009
Posts: 25
Location: Sheffield

Posted: Mon Nov 22, 2010 11:19 pm Post subject: DIY Sun roof liner fix quote

I bought my 993 C2 back in June this year and since then a job that has been bugging me is a snag/ripple/fold in the sun roof headliner. I don't know if this is a common fault, but I did see it on another 993 when I was looking to buy.

For those who have not come across this problem, it appears that the vinyl head lining that is attached to the under side of the sun roof gets snagged as it moves back and forth in the sun roof mechanism. Eventually this leads to an ugly fold in one or both side of the head lining where it slides along the left and right edges of the opening. If this is not corrected, the vinyl will rip and completely detach from the underside of the sun roof.

So here is my DIY fix for this issue.

I forgot to take a 'before' picture, but here is one from later on in the procedure...



I trawled the web for a 'how to' but didn't come up with much on removing the sun roof headlining. This meant that I had to dismantle carefully until I could work out the assembly of the sun roof mechanism.

It is important to understand how the headliner is attached to the sunroof and how it slides in relation to it. MOST important fact: The liner is only attached to the sun roof at the front edge by metal clips.

First operate the sun roof so that it is approx half way open. Then sit inside the car and use your fingers to pry down the sun roof headliner at the front edge. The clips easily come out and the front edge of the liner will separate from the metal frame of the sun room.

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911 [RS] RS-RSR

911 [964] 1989-1993

911 3.2 1983-1989

911 SC 1977-1983

911 [Early] 1964-1977




If the liner simply pulled out at this point then that would be almost the end of this fix, but it's not to be. To get the liner out I could only see that the full removal of the metal sun room was required. But don't worry, it quite easy.

Push the liner backwards into the roof section, not to far, just make sure that you can still grab it later on.

Now operate the sunroof until it is closed or at least all the way forward. This will reveal the bolts that hold the roof to the mechanism.

There are four small bolts that hold the sun roof to the mechanism on each side. Undo all 8 bolts. The front bolts attach a 'slider bar' to the roof. Remove the bar and note its orientation. The rear 4 bolt are a little unusual. Take not of the way they attach and in particular the 'locking plate' that they hold in place. It's a simple idea but take note and/or a picture of how the locking plate fits.



There is one last task before removing the sun roof, look at the rear locking plates and you will see a 'spring arm' that is attached to the roof and then comes down under a 'pin' which is part of the drive mechanism. Study this spring and you will see that it simply moves to one side so that the sun roof can be removed.

Once these 8 bolts are removed along with the two rear locking plates and the spring arms, the sun roof can be removed by carefully lifting it out of the top opening. Put is in a safe place for later.

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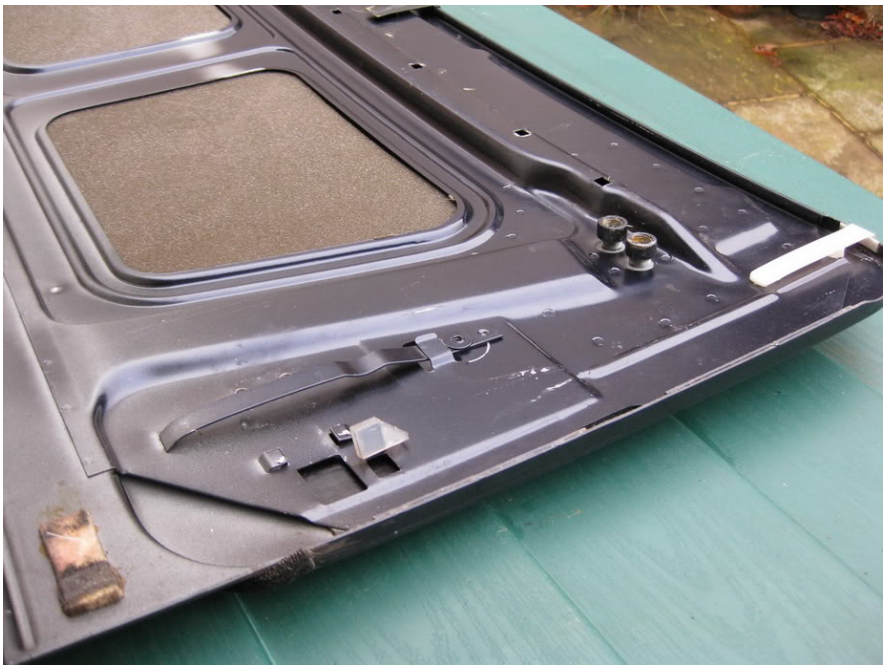
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Ok, so now that the sun roof is out of the way, there is good access to the head liner. Pull the liner forward and flex it until it pops out of its guides and remove upwards from above. When I did this job I also removed the front wind deflector but I don't think that this is necessary.

NOTE: At this point I found a possible reason for the snagged liner. Look at the liner and you should see a plastic 'guide' attached to each side that runs in the mechanism. On mine, the guide had come off and this was the likely cause of the snagging.

Nurburgring Web Cam
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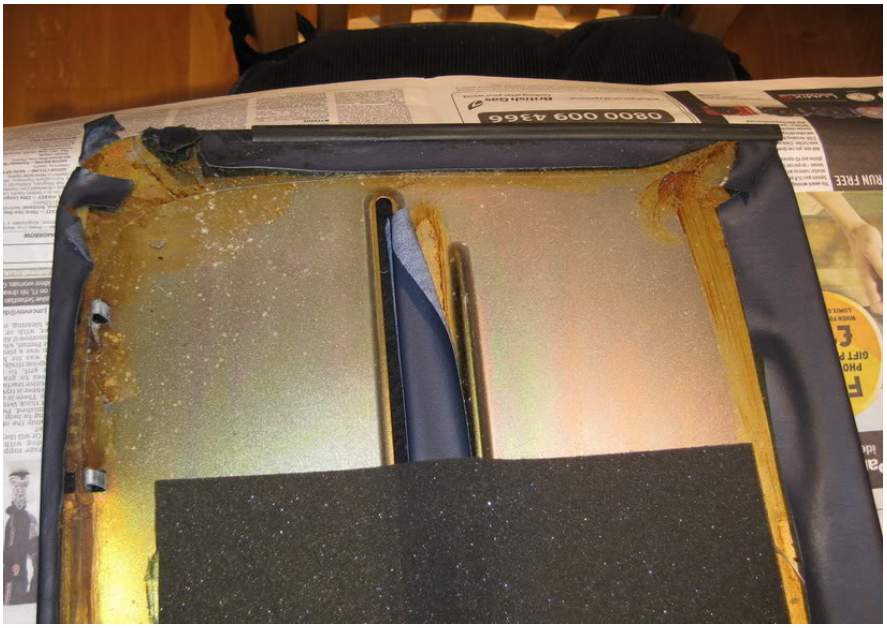


That's it, you have the liner out and ready for a repair of the vinyl.

Without going into detail Repair the liner. I used impact adhesive. (check out the use of the kitchen table for this job, this is the first car part that I've ever been allowed to work on in the house)





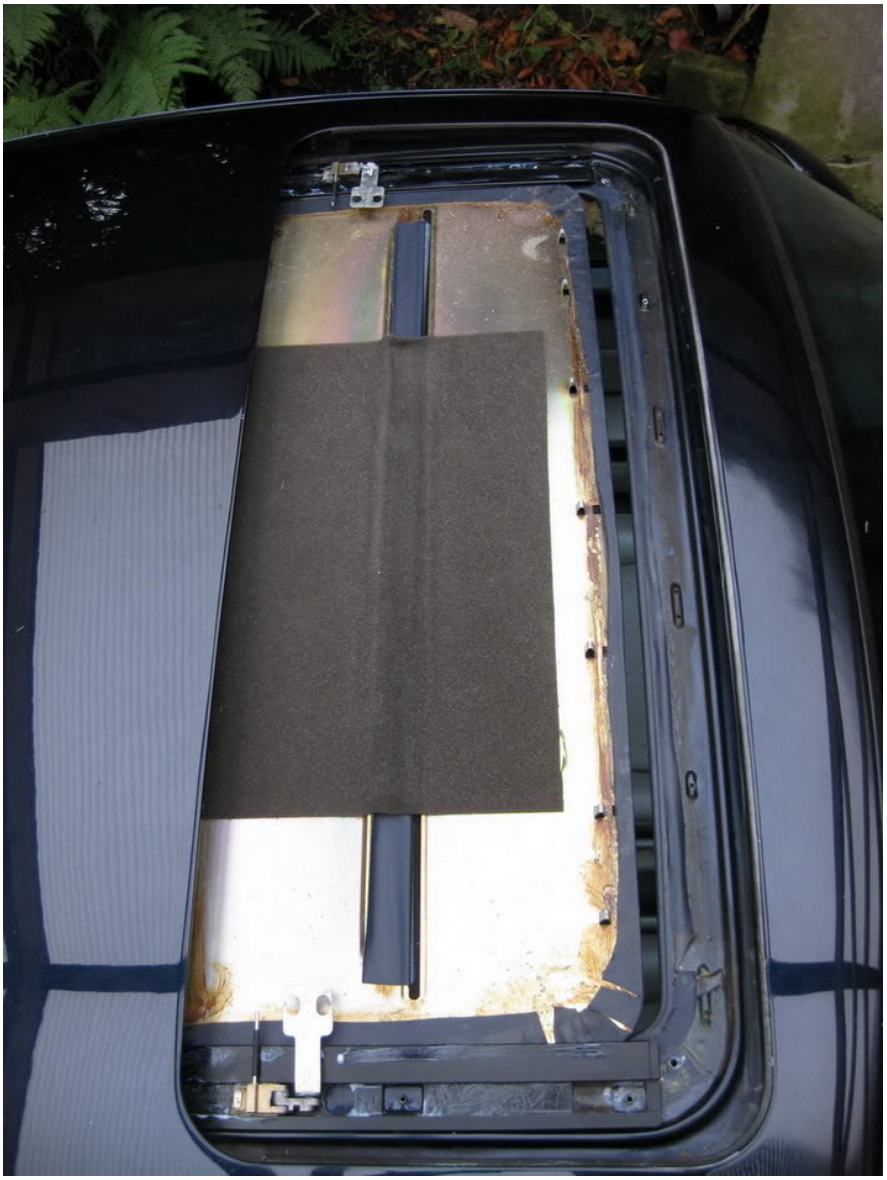


Reassembly is the reverse of the above :) (Haynes manual creeping in here...)



NOTE: remember to refit the plastic guides to the line. I glued these on to ensure that they didn't part company when in service.

Flex the liner and locate in the mechanism guide from above. I also lubricated all the sliding surfaces. Using your hands, check that the liner moves freely back and forth in its guides.



Shove the line all the way to the rear so that you can see the sun roof locating bolts.

Carefully install the sun roof from above. If you haven't moved the mechanism then the bolt holes should line up. Install the rear clips and then the two bolts. Install the front 'sliders' and their bolts. Finally rotate the 'spring clips' to locate under the 'pin' on the mechanism.

Now check the sun roof operation BEFORE reattaching the liner, otherwise you will not be able to get at the roof adjusters. Since nothing has changed, the roof should operate just as before it was removed. Once smooth operation has be checked, pull the liner from the back and reattach the front clips by pressing upwards.

Operate the sun roof and admire your DIY fix

profile send pm

berni29
Super Car



Posted: Tue Nov 23, 2010 2:07 am Post subject: quote

Hi

Great post, many thanks. I do not have a problem with mine, but if I ever do!

Berni

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Post Reply

jhubs
Registered User



Join Date: Sep 2006
Location: Fort Collins, Colorado
Posts: 576
Garage

Sunroof cable repair and new seals 87 911

I was very hesitant to start this project, but found that it was quite easy with the help of fellow Pelicans and Wayne's 101 Projects. Thanks Bill R. as your idea of bending a thin 1" putty knife to pry down the sun roof interior headliner panel at the front corner of the passenger compartment... genius.

I tried starting at the center of the panel and found that to be impossible, so I took Wayne's advice and started at the corner above the passenger side. The headliner piece is simply pressed into place by spring clips and this tool pulled the corner of the headliner panel down disengaging the corner spring clip. I proceeded across the front of the panel and pulled down all 7 clips. Once the clips were all pulled out of their holes, I slid the panel back toward the rear of the car and proceeded to take out the small bolts that held the roof down.

The Sunroof was stuck closed, so this was the only way to get the panel out of the way to access the underside of the sunroof.




Sun roof Headliner Panel


8



Swing this bar out of the way.





Remove this clip.



Remove a total of 8 small bolts on the passenger and driver's side and gently push up on the sunroof from the inside. Then go outside and pull the sunroof off the car. Be CAREFUL NOT to scratch the sunroof or your car roof!

Unscrew and take out the three screws that hold the track down and slide the track up and forward.



The unit that holds on to the cable will slide out the back of the track as you pull the track up and forward and out of the roof. Here is what it is supposed to look like.



Here is the problem on the driver's side cable holder.



1995 993 Carrera, Guards Red Coupe (current)
1987 911 Carrera, Marine Blau Metallic (06-08) Gone but...
1965 Yellow Mustang Convertible (65-05)

It is always a good idea to keep the pointy end going forward as much as possible.

Last edited by jhubs; 11-10-2007 at 01:28 PM..

11-08-2007, 06:14 PM

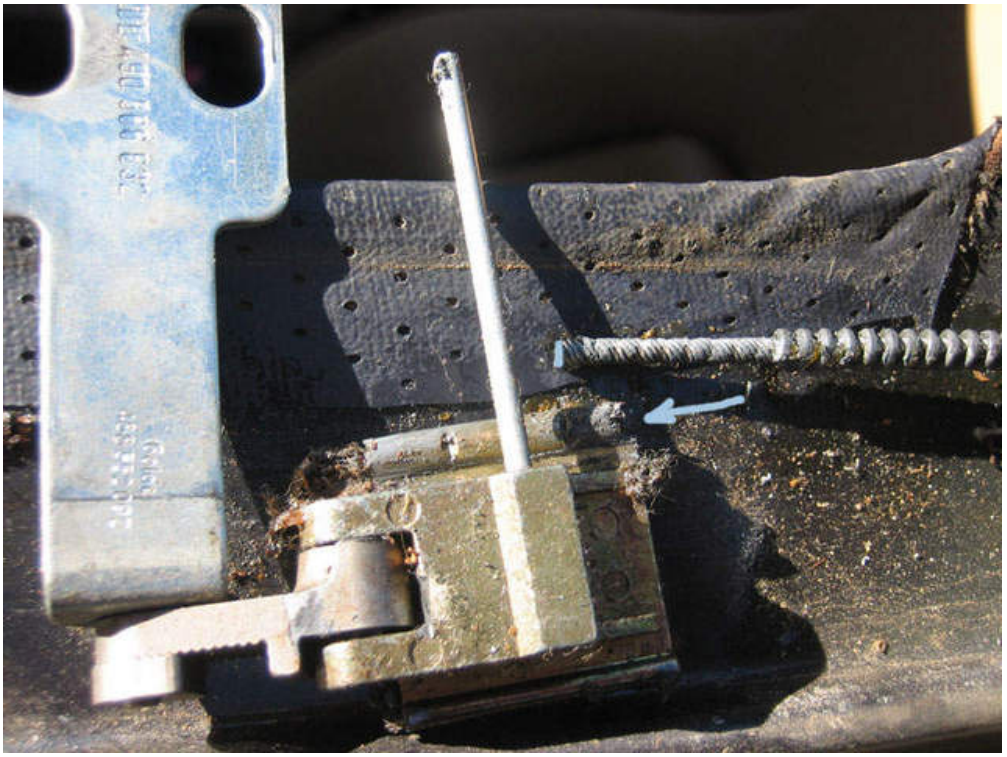
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jhubs
Registered User



Join Date: Sep 2006
Location: Fort Collins, Colorado
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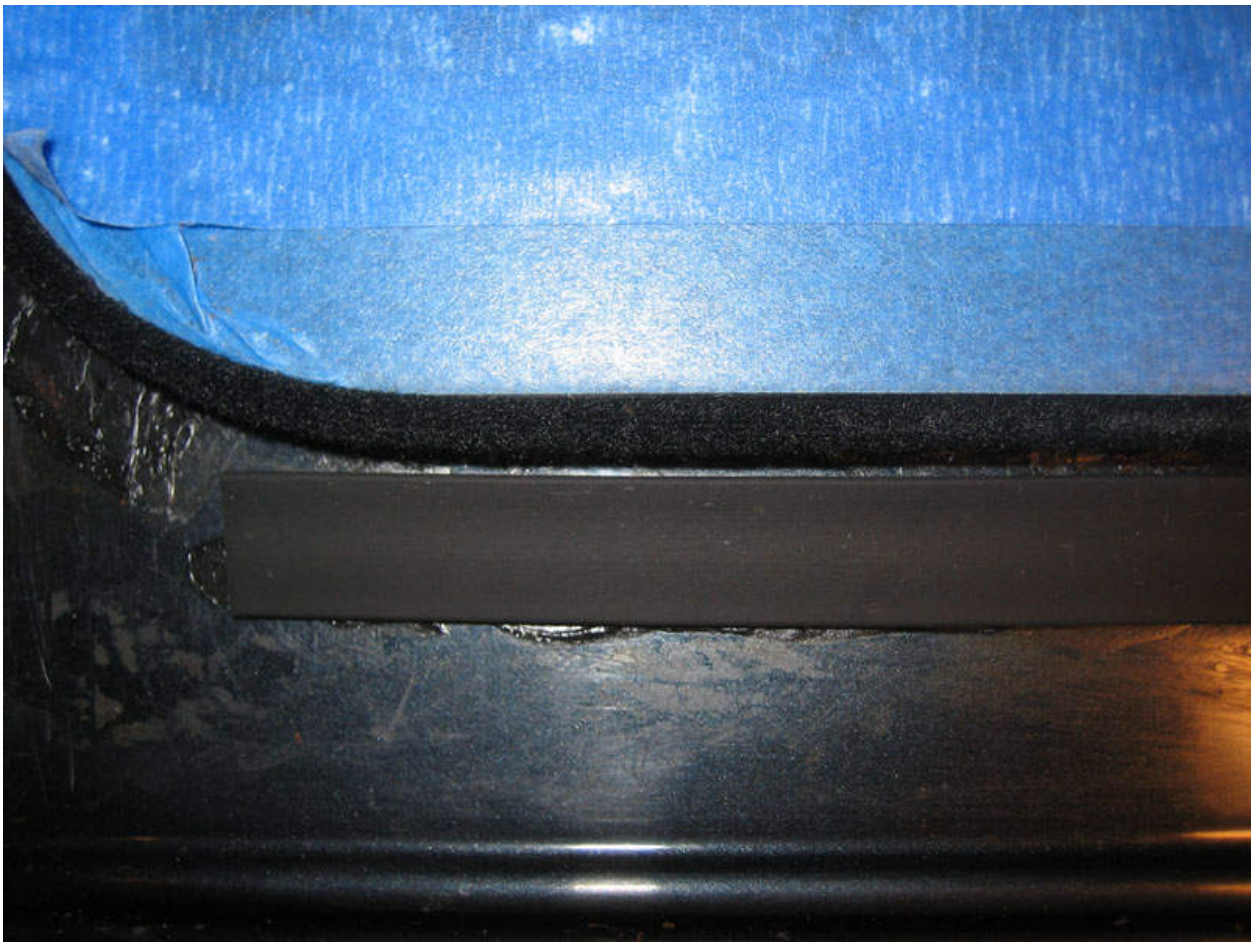
I simply cleaned everything up with Goof Off and inserted the cable back into the crimped tube (along with a good coating of JB Weld, recrimped the tube and reassembled everything.



I ordered new seals from our host. And, while I had the sunroof off it was time to put the new seal on the removed sunroof. I covered the exposed roof near the rear seal with blue painter's tape, pulled off the rear felt seal and the rear rubber seal and used Goof Off to clean off all of the old glue.



I applied a thin layer of 3M black weather strip adhesive to 3 inches of the edge of the area where the new felt was to be applied (3-4 inches at a time) and a thin layer to the felt seal. Start in the center and work toward the corners. I let it dry for 2 minutes and pressed the felt into place. Then I taped it down to hold it there.



I angled the ends of the felt strip down slightly as it rounded the corner. Note the way the rubber water seal is applied.



It took 5 hours total and if I can do this anybody can! I'll post photos of the finished roof tomorrow when there is more daylight. Gets dark here at 4:45 PM.

Jerry

1995 993 Carrera, Guards Red Coupe (current)
1987 911 Carrera, Marine Blau Metallic (06-08) Gone but...
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It is always a good idea to keep the pointy end going forward as much as possible.

Last edited by jhubs; 11-08-2007 at 06:35 PM..

11-08-2007, 06:29 PM

Recommend this thread for the PelicanWiki quote #2 (**permalink**)

jhubs
Registered User



Join Date: Sep 2006
Location: Fort Collins, Colorado
Posts: 576
Garage

The new seal at the rear of the sunroof and the old seal on the front and sides. A big difference in the appearance. I will replace the front one tomorrow as I don't have to remove the sunroof to get to it.



_____

1995 993 Carrera, Guards Red Coupe (current)
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It is always a good idea to keep the pointy end going forward as much as possible.

11-09-2007, 06:27 PM

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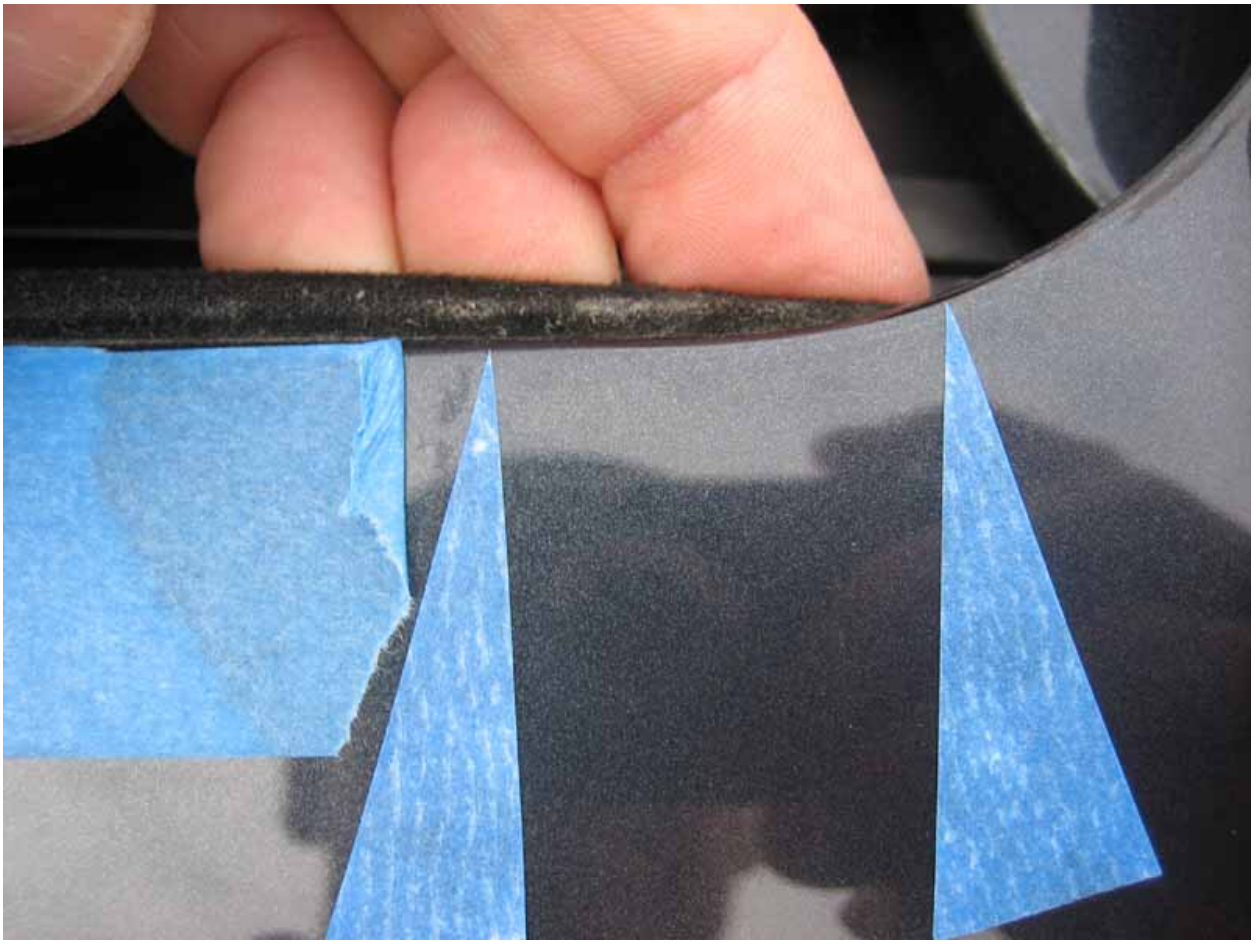
jhubs
Registered User



Join Date: Sep 2006
Location: Fort Collins, Colorado
Posts: 576
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Here is the installation of the third sunroof seal that is mounted on the car body and goes around the front and 2 sides of the sunroof opening.

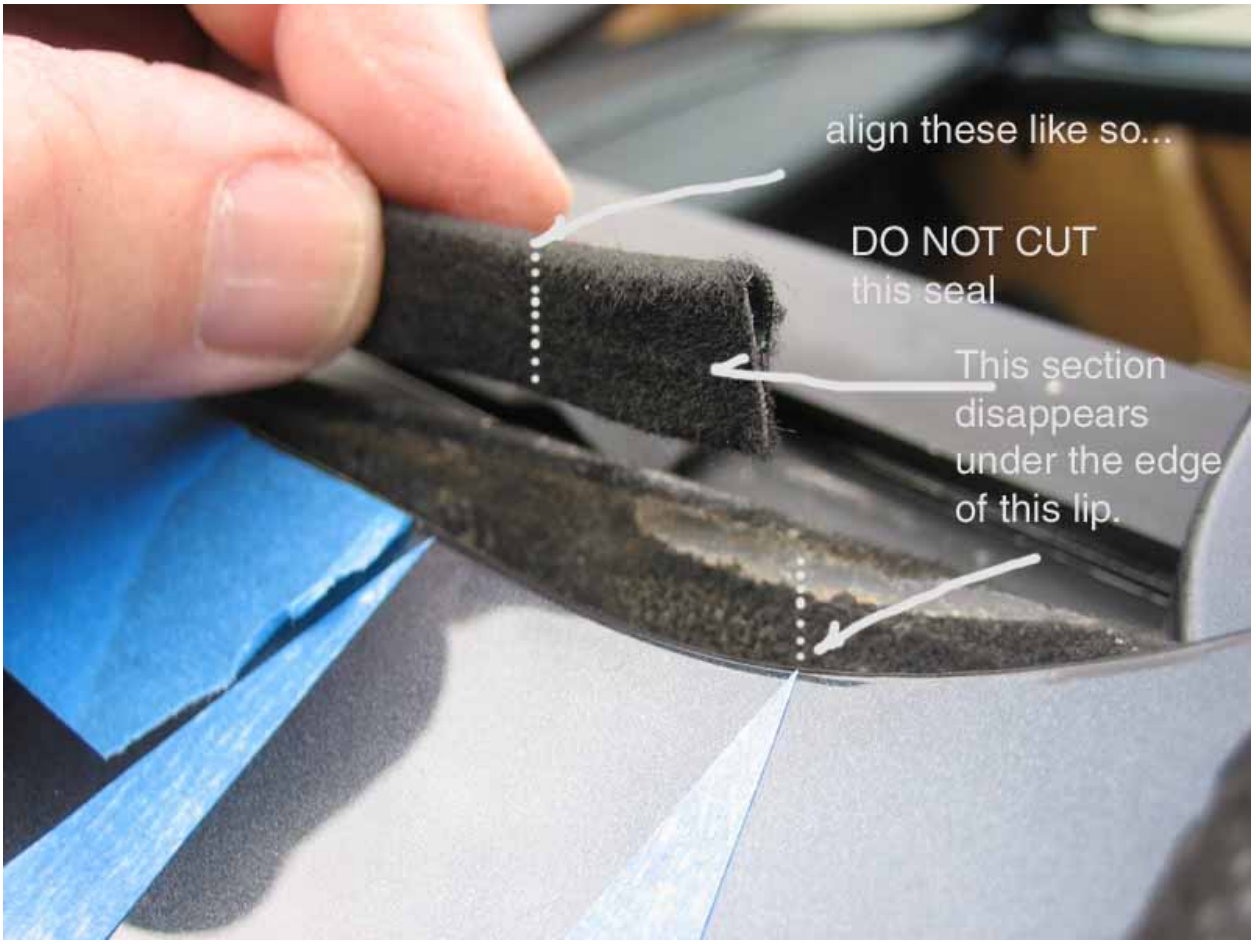
I marked where the OLD seal began to angle down and where it disappeared with painter's tape.



Here is what the new seal looks like...it has a rubber tube and an aluminum strip inside the felt cover. Flat felt side against the car body.



There will be about 1 inch of seal that will angle down and disappear back and under the edge of the sunroof opening. Align the dotted lines. DO NOT CUT this seal.


align these like so...
DO NOT CUT
this seal
This section
disappears
under the edge
of this lip.


Remove these
Screws (4 total)
to remove front wind flap



And remove the wind flap.

Next I taped the seal in place to make sure it fit evenly around the opening.



Then I untaped 1/2 of the seal and spread 3M black weather strip adhesive on the edge of the opening and then on the seal with a small brush. A little cement goes a long way. Try to avoid getting glue on the round part, or top part of the seal. I waited 2-3 minutes and pushed the seal against the edge of the opening. The TOP of the seal should be level with the TOP of the car's roof. I just pushed 3-4 inches of seal at a time..go slow as the almost dry glue acts like

contact cement and is difficult to reposition or remove.
Start at the center and work towards the corner and end..then do the other side.





Not too difficult, about 2 hours. Looks really nice! Thanks again Pelican people!! Jerry

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